

Egyptian



KEY

OPENS THE DOORS OF SOUTHERN ILLINOIS

No. 3

*Richard
Haverman,
Looking
Ahead
With
Egypt*

25

Cents



Two Mines IN THE HEART OF EGYPT

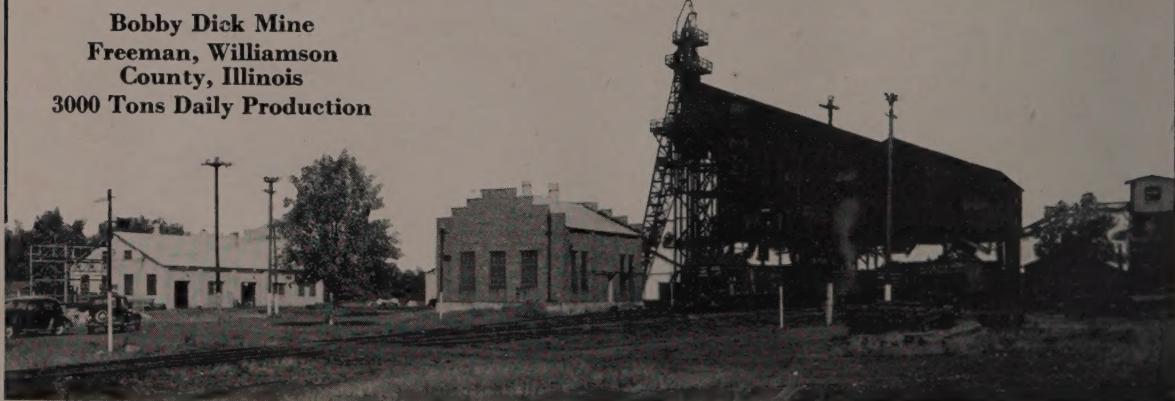


Seymour Mine,
Herrin, Illinois
3500 Tons Daily Production

FREEMAN COAL MINING CORPORATION

120 WEST ADAMS ST. • CHICAGO 3, ILLINOIS • STATE 0920

Bobby Dick Mine
Freeman, Williamson
County, Illinois
3000 Tons Daily Production



An Energy Pickup For Active People

Ice cream, full of milk solids, fortified with sugar, makes a delicious snack for midmorning or midafternoon. It cools you off, sends you back to your work or play with renewed vigor.



Midwest

PURE CREAM

Sold In 7 States
Midwest Dairy
Products Co.
General Offices: Du Quoin, Illinois



We invite you to come in and inspect
our newly remodeled banking room.

THE BANK OF MARION

A Modern Bank

MARION

ILLINOIS

Resources over \$4,500,000

Hotels and Cafes

Hotel Roberts

Newly Decorated - Completely Modern
Coffee Shop
Under personal management of
MRS. A. L. PORTER
Carbondale, Illinois

FRANKLIN HOTEL

Newly Decorated and Re-conditioned
55 All Outside Rooms
PHONE 304
CARBONDALE, ILLINOIS

Logan Hotel

MODERN ROOMS
Cocktail Lounge in historic setting. Popular
Priced Cafe.
Opposite courthouse on Routes 13 and 144
MURPHYSBORO, ILLINOIS

Hotel Lincoln-Douglas

QUINCY, ILLINOIS

Hotel Abraham Lincoln

SPRINGFIELD, ILL.

BOB DINEEN

invites you to the
ILLINOIS HOTEL and
COFFEE SHOP
Cor. 4th and Washington Streets
SPRINGFIELD, ILLINOIS

The Perpetually New

VENDOME
HOTEL
EVANSVILLE 2,
INDIANA

House of Bates

Fine Foods

Clean Comfortable Rooms
Entirely Modern
SPARTA, ILLINOIS PHONE 45

Owned and Operated by
Ed Dunn and Herman Weber
Southern Illinois Newest and Finest
150 Rooms with Every Modern
Convenience - Coffee Shop - New Dining
Room - Convention Hall - Wonder Bar

Hotel Cairo

CAIRO, ILLINOIS

Hotel Herrin

Modern — homelike atmosphere. Every
room air-cooled, with bath, phone and
inner-spring mattress. 1 block west of
Monument.

HERRIN, ILLINOIS

Egyptian



KEY

OPENS THE DOORS OF SOUTHERN ILLINOIS

Volume 2, Number 3

June, 1945

Copyright 1945, Egyptian Key Publishing Company. All rights reserved.

TABLE OF CONTENTS

| | |
|--|-------|
| Looking Ahead With Egypt, photo by Horrell Studio..... | Cover |
| The Open Door | 3 |
| Egypt's Book Shelf | 7 |
| A Challenge, by Will Griffith..... | 11 |
| Almost a Century of Service, by Daisy Tucker Moore..... | 12 |
| The Burning of the Shipyard, by Daisy Tucker Moore..... | 15 |
| Action Please | 16 |
| Idols of Egypt— | |
| IX. James and Sarah Lusk, by Josephine Crist Thompson..... | 17 |
| The Early Days, by Irene V. Brock..... | 21 |
| Invitation to Egypt | 22 |
| Bandana Boys, by Harold G. Boltz | 23 |
| Forgotten Heroes of Egypt, by William S. Dewey..... | 28 |
| Horseshoe Lake, by Guyla Wallis Moreland..... | 32 |
| Outdoor Joys in Egypt | 33 |
| A Bank With a Hobby, by Katharine Quick Griffith..... | 34 |
| Egyptian Starlight | |
| V.—S. Kenosha Sessions | 41 |
| Dawn of a Summer's Day, by J. O. Gibbs..... | 43 |
| From Pick to Palette, by Curtis Hise | 44 |
| Blossom Time in Egypt, by Etta Root Edwards..... | 46 |
| Curving Furrows | 46 |
| Egyptian Athletes in Action | 47 |
| Reminiscences of Rockwood, by Lulu Kelly..... | 48 |
| Trees, by Philip Florio | 50 |
| The Burr House, by Lilian Bratney Gordon | 52 |
| Horrible Example | 53 |
| Looking Ahead With Egypt, by Will Griffith | 54 |
| Egyptorials | 56 |

EGYPTIAN KEY, VOLUME 2, Number 3. Published bi-monthly by Egyptian Key Publishing Company, Carbondale, Illinois. Will Griffith, Editor; Katharine Q. Griffith, Associate Editor; Barbara Burr Hubbs, Contributing Editor. \$1.00 per year, 25 cents per copy within continental United States. Elsewhere \$2.00 per year. All rights reserved. Unsolicited manuscripts and photographs should be accompanied by self-addressed stamped envelope when return is desired.

The Open Door

I had a pleasant surprise this p.m. The phone rang and the voice on the other end asked if my name was Boyd. I said yes, of course. He said that his name was Lieutenant Maddocks and was from Carbondale. I chatted with him a few minutes over the phone and he asked me to sit tight, that he was coming over to this office. Sure enough, in just a few minutes he was over here. Said that Mr.

the Normal before coming into the service. He is coming back over in the near future and I know that we two are going to give the old town a good going over. Sure makes a fellow feel good to run upon the first guy from home a way out here. He also knows another kid from Carterville, who comes in here quite often on a ship, by the name of Heckle. I know this kid, he and his Dad are in business there.



James E. Boyd with two comrades and a group of native children.

Colyer had told him about me being from Carbondale while they were at lunch today. Maddocks is stationed here on this island with the Aviation Supply. Has been out from Carbondale since some time in 1941 but he knows an awful lot of people that I know. He was a teacher at

Lieutenant Maddocks brought me a copy of the EGYPTIAN KEY that Heckle had left for him and I have enjoyed it very much. I have glanced over the EGYPTIAN KEY that Lieutenant Maddocks brought over to me and I am wondering if it would be too much trouble for you to send it to me



Native canoe; in background wreckage of Jap blockhouse.

BOOKS OF ALL PUBLISHERS
Bibles - Church Supplies - Gifts
Office Supplies

Baptist Book Store

213 W. Main Street Carbondale, Ill.

QUALITY BUILDING MATERIALS

Carbondale Lumber Co.

Murray
HOUSE FURN. CO.
CARBONDALE, ILLINOIS

EASTERLYS

SHERWIN - WILLIAMS PAINTS
WALLPAPERS AND GIFTS

Phone 57

102 E. Jackson Carbondale, Ill.

C. CLIFF GRINDLE STUDIOS

Distinctive Photography
CARBONDALE

Phone 344 Normal at Monroe

Carbondale Ice and Coal Co.

C. W. Eddleman

405 N. Illinois Phone 171

Potter Motor Sales

Luther Potter, Jr., Proprietor
Chrysler and Plymouth
Sales and Service

We Buy Used Cars for Cash

Phone 928, 315 S. Illinois, Carbondale

Horstman Cleaners

CARBONDALE DU QUOIN
210 W. Monroe 8 S. Division
Phone 332 Phone 507

H. O. HORSTMAN

Rhodes-Burford House Furnishing Co.

CARBONDALE, ILLINOIS

Hudgens Motor Sales

Buick Sales & Service

318 N. Illinois Ave. Carbondale

Pyramid Roofing Co.

We will roof or side your house anywhere in Southern Illinois.

"You can always save at Pyramid"
Carbondale W. Frankfort

We Make Keys for All Purposes

Rogers and Rodgers, Inc.

406 N. Illinois Ave.
CARBONDALE, ILLINOIS

For Efficient and Economical Service on Cash Registers, Adding Machines and Typewriters call

Carbondale Cash Register Exchange
120 N. Illinois Ave. Phone 1010
CARBONDALE, ILLINOIS

"The Thinking Fellow—Calls a Yellow"
Phone 68

YELLOW CAB
Phillip M. Kimmel, Owner
CARBONDALE, ILL.

Contractors Stephens Roofing Co.

Roofing - Siding - Insulation - Paints
106 E. Oak Street Phone 389-L
CARBONDALE, ILL.

Sutton's Beauty Shop

OVER HEWITT'S DRUG STORE
Phone 890 Carbondale
Closed Thursday p.m. Only

ROSS STORES

Ladies' Apparel
MURPHYSBORO & CARBONDALE,
ILLINOIS

*This Ad Good for
One Alemite Lubrication
at*

HAROLD W. GROB
Motor Sales
MURPHYSBORO

each month. The issue that I got today was the one that had the painting of Mr. Pulliam and the story of Mr. McAndrew.



Old Glory and cocoanut tree, Marshall Islands.

Found a lot of other items in there that were very interesting and I expect to get around to reading it completely through before the week is over.

JAMES E. BOYD S 1/c. (v).
Marshall Islands

We certainly are enjoying that part of our Christmas which was a subscription to the EGYPTIAN KEY magazine. It brings back to my wife and me many pleasant memories of our early life in Southern Illinois.

We think the magazine is outstanding both for its interesting articles and its illustrations. Combining both the interesting discussion and the beauty for which that part of the state is so bountifully filled.

I was particularly impressed with the write-up of the Bell Estate in Cobden, my old home town, for it immediately called back to memory Bell's Hill which was the favorite coasting spot on which all of us boys tried out our bobsleds. Many of the fellows vieing with each other in who could build the best, and fastest sled became men who are today occupying major positions throughout the nation. There was John Stevenson, who is now president of Penn Mutual Life, Philadelphia; Fount Warren, professor in your own good college in Carbondale; Herbert Miller, judge in East St. Louis district; Blake Broadway, Jr., who now heads the business created by his father in Cobden. I could extend this list farther for I know that Cobden is proud of a great number of her boys, some still living there and others removed to distant places.

We will continue to look forward eagerly to each issue of the magazine.
Dallas, Texas ERNEST L. BLANCHARD.

EGYPTIAN KEY

for sale at

EMON'S DRUG STORE

SPARTA, ILLINOIS

LYNN Furniture Company

Complete Home Furnishings

PHONE 35 SPARTA, ILL.

W. W. Lynn, President
K. R. Pirtle, Secretary

First Federal Savings & Loan Assn.

SPARTA, ILL.

Direct Reduction Home Loans
Donald W. McConachie, Secretary

South Side Motor Co.

Ford

Sales & Service

311 S. St. Louis St. Sparta

McIntyre Lumber Company

Lumber and Building Material

Phone 4 Harvey McIntyre, Prop.
512 W. Second St. Sparta, Illinois

Adams Mattress & Upholstery Shop

Old Furniture Made Like New
We Buy and Sell Used Furniture

132 E. Main St. Sparta, Ill.

BROWN'S

Electric & Hardware Store

Radio Service and Garden Tools
SPARTA, ILLINOIS

Illinois Power

Company

L. C. HOOD

Sparta's Good Clothes Store

Where You Pay Less and Get More
Established 1854

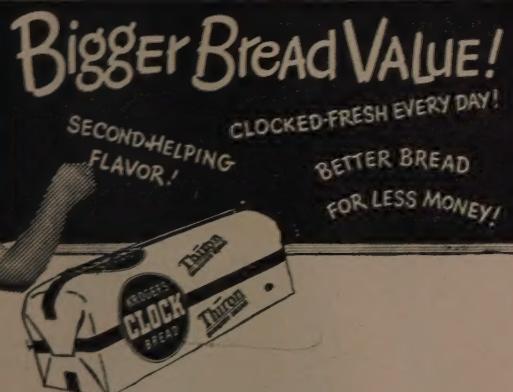


PYRAMID COAL COMPANY

Pinckneyville, Ill.

*Operating One of the Largest Commercial Strip
Mines in the United States*

ALL SIZES — WASHED AND PREPARED
DEPENDABLE - ECONOMICAL



Your Favorite

KROGER STORE

Has This Exclusive Value

Try a Loaf TODAY

PREFABRICATED

“Stylecraft” “Gibraltar”
Homes Farm Buildings

• •

Crates
Wholesale Lumber
and
Building Material

• •

Illinois Lumber Manufacturing Co.

Drainage Dist.

Main 180

Cairo, Ill.

Over the week-end I saw several copies of your magazine about Southern Illinois, which I enjoyed very much, as did our entire family. Looking through the issues, we especially enjoyed seeing pictures of places we have previously enjoyed seeing during the various seasons, before the days of rationing. We feel as though we are familiar with almost every scenic spot in Southern Illinois, as that is our greatest means of pleasure and recreation. Thus,

we are eager to become subscribers of your magazine. Also if it is possible, please send me two back issues of scenic places, letting you be the judge of which ones to send, and tell me if possible how many copies are available—that is how long it has been published and how much they will cost to get the entire set.

MRS. EARL SCHENK.

Du Quoin, Illinois

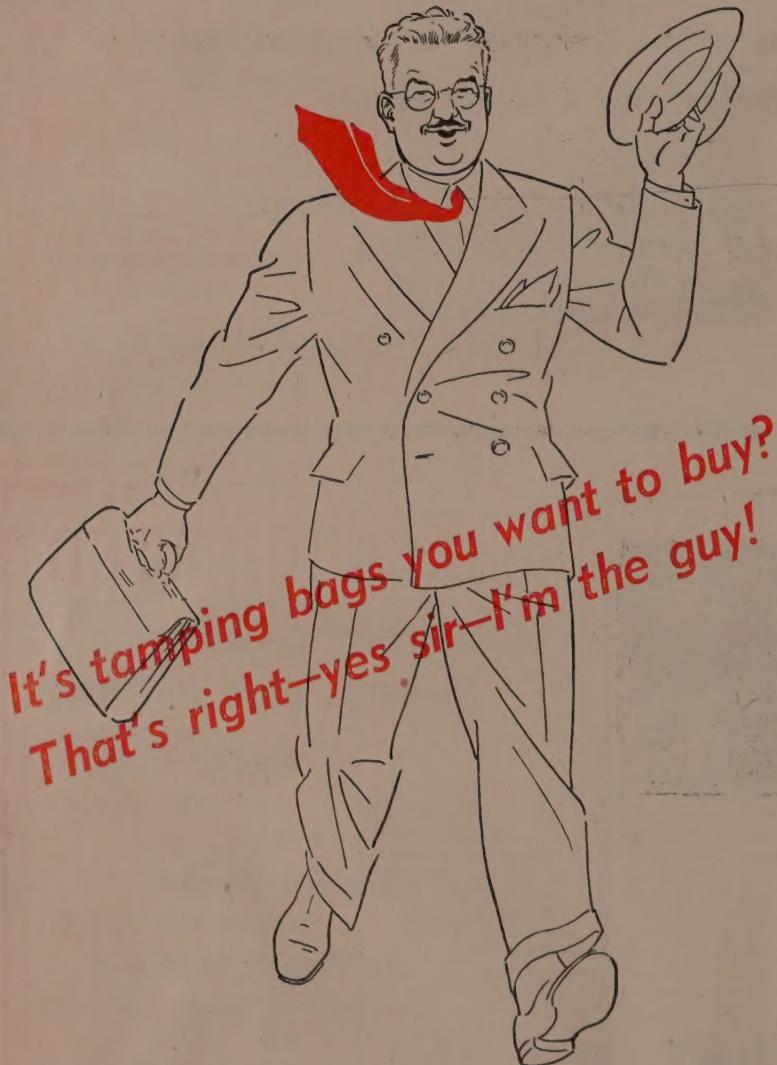
I have just learned of the passing of my lifelong friend, Dr. Mary M. Stegall, who sent me a few weeks ago a copy of your publication. I think it very well gotten up and you have my best wishes.

May I send a word in memory of one of the finest women, if not the finest, I have ever known. I have admired her many admirable traits of character and have stood in awe of her remarkable energy and courage particularly in these past few years of great suffering. She had wit, charm, humor, sincerity, capability—in fact, I used to tell her *too many* (which should have been divided) fine qualities.

We will all miss her and I not the least.

STELLA SIMS.

Robinson, Illinois



RED NECKTIE
MOUNT VERNON, ILLINOIS

That was a very interesting and instructive article about wild flowers in Southern Illinois, by Virginia Caldwell McAndrew, in the EGYPTIAN KEY. In it, she embraced the very reason for the existence of this society—to learn to know our native wild flowers, to love them follows quite naturally, and to make an effort to protect and preserve them. I have let many of my friends read the article, and I have sent it on to Mrs. E. E. Byerrum, our president.

Because of shortage of gas, we have had no long fall and spring trips, but have limited our activities to lectures with slides which have been very interesting.

BERTHA HESS.

Wild Flower Preservation Society
Illinois Chapter
Chicago, Illinois

I've just received Volume 2, of the EGYPTIAN KEY. I could hardly wait to get it while I was in the States; but now I look forward to getting it a hundred times more.

I was glad to see my picture in the issue. I almost knocked myself out slapping myself on the back to all my squadron. They all enjoy reading the KEY, and I believe I've sold them all a vacation trip to Egypt when this war is over.

I enjoyed every part of the magazine, but I especially enjoyed "Egypt's Book Shelf" and the Editorials.

I'm on an island in the Pacific, "enjoying" the tropical sunshine all winter. I miss the beauty of the snow scenes, yet I suppose I should be satisfied to avoid the cold north wind.

I have always enjoyed hiking and I have covered most of the natural and historical spots of Egypt with my wife.

So long and keep up your good work for Southern Illinois.

PVT. JOHN F. FOSTER.
Somewhere in the Pacific.
Home address, Harrisburg, Illinois

By sheer luck I ran across a copy of the EGYPTIAN KEY, and I can say I was extremely pleased with it. Here's my check for a year's subscription.

As a dyed-in-the-wool Egyptian from Marion, I think your publication is a splendid "eye opener" of Southern Illinois. I hope someday to be back in Egypt; and I'd surely like to see her gain a rightful place in the sun.

A Permanent Policy

To a great many coal users and to the dealers who supply them, Energy and Par Fuel are more than familiar names — they are symbols of a sound permanent policy.

Energy
COAL OF INHERENT QUALITY

—For over 35 years a producer of efficiently heated boilers, comfortable homes, and warm satisfaction.

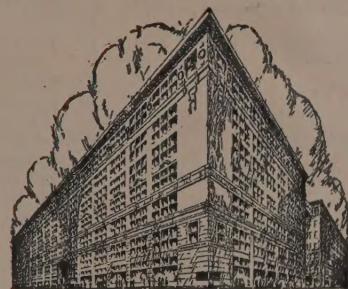
Par Fuel
THE Completely Refined STOKER COAL

—completely refined and designed for use in stokers.

Franklin County Coal Corporation

Field Building, Chicago
Louderman Bldg., St. Louis

DEArborn 9100
MAIn 4477



ELY & WALKER

St. Louis



Manufacturers

Converters

Distributors

BURNS
Wholesale Grocery Co.
100-104 W. Jackson St.
Phone 224
SPARTA, ILLINOIS
Wholesale Groceries, Tobaccos, Candy and Specialties

Sparta
News-Plaindealer
Egypt's Best Advertising Medium
Member Audit Bureau of Circulations

Farmers' Locker Plant
E. A. BEISNER, Prop.
219 E. Main St.
Meat Market in Connection with Daniel's Food Store
SPARTA, ILL.



"Monite insured moth proof cleaning"
Sparta, Illinois

MOTEL MARION
Deluxe Motor Court one mile west of Marion, Illinois, on Route 13. Centrally heated, carpeted floors, tile baths, "Spring Air" mattresses. Radio, fan, phone, and garage with each room.
Mrs. Thurmond, Mgr. Phone 1202

The Sally Shoppe
Gifts for Everyone

Complete Line of Slip Covers and Drapery Materials, as Advertised in House Beautiful
500 Public Square Marion, Ill.

In Union County it's
PARKS'

for
Best in Drug Store Goods
Best in Drug Store Service
ANNA, ILLINOIS

MASTER
BREAD

Southern Illinois has many wonderful advantages, but it requires men with foresight to develop the possibilities. The article "Don't Sell Egypt Short" by Will Griffith was very timely. The business men should develop some intestinal fortitude and make Southern Illinois a business and industrial center.

ERWIN C. FEURER.

Chicago, Illinois

Enclosed find one dollar for my subscription to the EGYPTIAN KEY.

I was in a drug store one day looking for a magazine to send to my son who is serving with General Patton's 3rd Army Eng., and I happened to find one of the EGYPTIAN KEY magazines. I didn't know until then there was such a grand magazine printed in Southern Illinois. I think it is fine, and I have mailed my son three copies of it.

You surely have my best wishes for the continued success of the KEY.

MRS. CHAS. PARKHURST.
West Frankfort, Illinois

Enclosed is my personal check for two dollars, covering two years subscription to the EGYPTIAN KEY. I had not known of its existence until recently, when I discovered it in a bookshop in Salem. I was very agreeably surprised. I am a graduate of Southern Illinois Normal University, and during my four years there, I learned to know and love all of Southern Illinois.

I think the EGYPTIAN KEY is a very wonderful magazine and enjoy it immensely. Is there any chance of getting back numbers? I would appreciate them very much.

MARIE GRAESSER.
Trenton, Illinois

Enclosed is my check for two dollars for which I'd like to enter a subscription to the EGYPTIAN KEY. Since the current issue is only Number 2, of Volume 2, I wonder if it would be possible to secure copies of all back issues, so I could have a complete set of the magazines. This is what I would like very much to do.

I enclosed two copies of the magazine in one of the Christmas boxes sent to my son in the Southwest Pacific last fall, and he writes that he enjoyed them very much, and I'd like to have all these magazines for him when he returns from the war. He has always been particularly interested in local history, and I am sure that each magazine would be of interest to him.

MRS E. A. ECHOLS.
Fairfield, Illinois

DANIEL
FOOD STORES

Telephone 694

Odum's Concrete Products Mfg. Co.
Concrete and Cinder Blocks
Plant: 100 East St. Louis St.
WEST FRANKFORT, ILL.

BOOKS - STATIONERY - OFFICE SUPPLIES & EQUIPMENT

Smith & Butterfield

305-307 Main St. Phone 2-1121
Evansville 2, Indiana

First Bank and Trust Company



CAIRO, ILLINOIS

Edgar Stephens & Sons

General Contractors

Office and Yards: 216 Tenth Street
Phone 398 Cairo, Illinois

Wasson's Dept. Store

"We Deliver the Goods"

CARRIER MILLS, ILLINOIS

KOHLSDORF'S

Quality Corner

ZEIGLER, ILLINOIS

PHONE 100

Nationally Advertised Brands
Ready-to-wear and Shoes

TROBAUGH HOMESTEAD ROADSIDE MARKET

Always something good to eat for sale
that is fresh, clean, and pure.
Halfway between Murphysboro and Carbondale

New Futura Acousticon

for the HARD OF HEARING

Write for FREE Book

LeRoy Dayton, Dealer

Box 352 Vandalia, Ill. Phone 40

Morris Supply Co.

Everything in Paper

Phone 452

DU QUOIN, ILLINOIS

RHEUMATISM

• ARTHRITIS - NEURITIS •
Get Mendenhall's Number 40 from your druggist or by mail postpaid for \$1.25. Money back if first bottle fails to satisfy.

J. C. MENDENHALL MEDICINE CO.
Evansville, Indiana

Egypt's Book Shelf

News and comments about books written by Egyptians or of books pertaining to Illinois and in particular to Egypt.

Pat Abbott and his wife, Jean, invade the French Quarter of New Orleans in Frances Crane's latest book, *The Indigo Necklace*. To us, one of Miss Crane's charms is her ability to filter description and the "feel" of a locality into her fiction without boring the reader with long descriptive passages. There never is any doubt in the mind of Frances Crane's customers as to whether she knows the locale about which she is writing.

Against the historic backdrop of New Orleans, the Abbotts function in a most engaging way to solve the various crimes that furnish the drama and suspense in *The Indigo Necklace*. Readers of Egypt's Book Shelf know that we like the Crane books. The latest upholds the standard set by the previous books which also star Pat and Jean Abbott.

Just recently, "The Abbotts" have been put on the radio on a national hook-up at five o'clock Sunday afternoons. Those who have made their acquaintance through Miss Crane's books will welcome the opportunity to hear their adventures over the air. The radio scripts are new stories written expressly for radio production.

Book jackets primarily are intended to protect the bindings of the books and incidentally to attract purchasers. The jacket on *The Indigo Necklace* deserves especial mention. It is the most artistic one we have seen for many moons.

Those who like detective stories (and really who doesn't) should read *The Indigo Necklace* published by Random House, New York.

* * *

The Mississippi River separates the two states of Illinois and Missouri. The southern section of Missouri is known as the Ozark region.

Lennis Leonard Broadfoot, whose parents came to Missouri from the Smoky Mountain region of Tennessee, was born in Shannon County, Missouri, where the haze hangs over the hills almost continuously. The surname, Broadfoot, denotes the Cherokee blood in the family veins.

Lennis took up the study of art, traveled over most of the country known as the United States, and in time, returned to his native soil to portray the quaint characters he saw there. Using charcoal as a medium, Broadfoot offers more than ninety sketches in his book *Pioneers of the Ozarks*.

These interpretations of Ozark life in Missouri provide an interesting study of the region. We, ourselves, would have liked to have seen more of the scenic and historic spots depicted and less of the odd characters shown, but the artist and author no doubt knew what he desired to show the world.

Broadfoot says: "I would rather draw a picture of an Ozark grandmother loitering around her cabin home with a pipe in her mouth, than all the glamour girls in Hollywood."

Pioneers of the Ozarks is published by the Caxton Printers, Caldwell, Idaho.

There seems to be a vogue at this time for books about the Ozark section of Missouri. Inasmuch as it is contiguous to Egypt, it seems proper that we mention these books.

Walkin' Preacher of the Ozarks, by Guy Howard, is an interesting story of the life of a minister of the gospel in the hill country of Missouri. As descriptive material of the region and as a character study of the inhabitants thereof, the book affords an opportunity to become better acquainted with the neighbors of Egypt.

Well told, *Walkin' Preacher of the Ozarks*, will be enjoyed by those who like to read books of this type. It is published by Harper and Brothers, New York.

* * *

A strange book has crossed our path. It is a text book on mathematics bearing the name *Dear Uncle Elmer*. Too many years ago, before we decided that the study of civil engineering was the proper approach to a life of editing and publishing, we enjoyed mathematical problems, be they in algebra or quaternions. Today, all such things are vague and formless. We have tuned out that station and brought in an entirely different program which specializes on history, industry, and scenery, *et al.* Therefore, *Dear Uncle Elmer* is quite over our head.

This new departure in text books uses the letter form in attempting to plant in the minds of youths the intricacies of mathematics. A creature of fantasy known as a Polynode heckled by a Wifkin pours the deep details of fractions, decimals, quadratic equations, geometry, trigonometry, and kindred ailments into the student's mind.

A little "gossipinöde" lights on our typewriter to tell us that the author, H. E. Schroeder, actually is a learned lawyer of Chicago, who was born in the river town of Metropolis, and who signs his letters C. Henry Austin. For an adventure in mathematics read *Dear Uncle Elmer* published by K-B Publishing Co., Milwaukee, Wisconsin.

* * *

Across the Wabash River in Indiana, just a few miles east of Carmi, Illinois, the little town of New Harmony leads a quiet life. Years ago when the Rappites and the Owenites owned the community, life was quite different. Marguerite Young in her new book *Angel in the Forest* tells the engaging story of New Harmony under the two regimes.

Well written, *Angel in the Forest* should be of interest to all Egyptians. As readers of the KEY will know, New Harmony, Indiana, was tied closely to the Albion settlement of Flower and Birkbeck. As citizens, all should be interested in the history of the failure of one of the most promising communistic colonies in the United States.

Angel in the Forest is published by Reynal & Hitchcock, New York.

W. G.

The Mine Mule Says:



**"I Told
You So**

and you can quote me."

The mule in the mine says he warned dealers last year to urge their customers to store coal early. Now he says to those customers who ignored him then: "I told you so—and I'm telling you again. There'll be coal scarcities again next winter—and weather hazards—and rail tie-ups." It's only the old mule in the Zeigler Mines speaking, but he had the right dope this year.

BELL & ZOLLER COAL CO.

Bell Building, Chicago 1, Illinois

ST. LOUIS

OMAHA

MINNEAPOLIS



A Challenge

By WILL GRIFFITH

THREE are many things to be done for Egypt. There are many important things to be done for Egypt. There are many things to be done for Egypt—now.

None of these things is being done. No one seems to be interested. No one seems to want to do more than to engage in wishful conversation about these things.

What is the matter? Can we not sacrifice our pride for the good of Egypt? Can we not be big enough to allow someone qualified to take the helm? Can we not bury our rivalries long enough to work and to pull together for the betterment of our own area?

Next year or the year after that, will be too late. This war will end one of these days and that sooner, probably, than most of us expect. When that happy day comes, if the pattern continues as at the close of the last war, contracts will be canceled pronto, plants shut down, and the work of reconversion will be under way. What does the future hold for Egypt?

Are we to sit by idly, twiddling our thumbs, fussing with each other, all of us afraid of some boogey-man, jealous of each other, operating but not co-operating? Soon it will be too late. In a few years many Egyptians will be heard to say: "Why didn't we get in on some of those things?"

Today, industry is in a disturbed state. It has moved. Industries on the seaboards want to get inland at the first possible moment. New discoveries, new methods, developed as war necessities, are ready for civilian production. As a result, new businesses are waiting to be established. Where is Egypt in that picture? To us, eager to find Egypt in the center of the picture, it seems that Egypt is completely outside the camera range. Why? Lack of initiative. Lack of leadership. Lack of co-operation. Lack of vision. Lack of guts.

By 1947, industry will have settled again, probably not to have moving pains until after the next war. In

ordinary times industry is a fairly stable institution. Only at certain periods have we in this country seen great industrial development in new areas. That time will come again any day. What are we doing about it?

Only through organization, co-operative organization, with men of character, of vision, of tolerance, of courage, as leaders, can Egypt participate in this industrial expansion.

Thrusting industry to one side, we see in the future, the near future, a greater wave of travel than this country ever has known. Pent up longings to travel, to see, to enjoy, will be gratified. If not this year, surely the next. Tourist money is velvet money. It takes nothing out of an area, but pours money into it. Will Egypt get her share? Not unless we do something about it. Now is the time to get busy. Who is doing anything about it?

The same problem confronts us on several fronts—education, horticulture, mineral development, recreational development—just to mention a few. What is Egypt doing about these things? Answer echoes again—nothing.

Why?

The EGYPTIAN KEY challenges the leaders of Egypt to come forth with concrete plans, with definite actions, to make Egypt greater and brighter than ever before.

The KEY challenges Egypt to action. Away with conversation, away with wishful thinking, away with theories, away with petty politics—action and quick action is imperative.

The KEY, through successive issues, has touched upon many of these things which could be done for Egypt. The KEY believes in Egypt. It is confident that under virile leadership the objective can be taken and taken easily. The KEY challenges.

Who will accept the gage?

Almost a Century of Service

By DAISY TUCKER MOORE

For nine decades the Marine Ways have served the boats of the inland rivers. In four wars they have served the Nation.

"DURING the Civil War the naval depot of the western river fleet was located at Mound City. Here the keels of three of the famous Eads ironclad gun-boats were laid, and a large force of workmen were employed to keep the fleet in fighting trim. The Marine Ways, still in operation, are 400 yards south of here."

So states the historical marker on the lawn of the Mound City Community High School gymnasium, just two blocks inside Mound City's eastern levee on Highway 37. It was placed there by the State of Illinois to call the attention of visitors to one of Southern Illinois' landmarks. Should you be interested in things historical, you will turn south. Three and one-half blocks down South Fourth Street, just beyond the levee, stand the old Marine Ways.

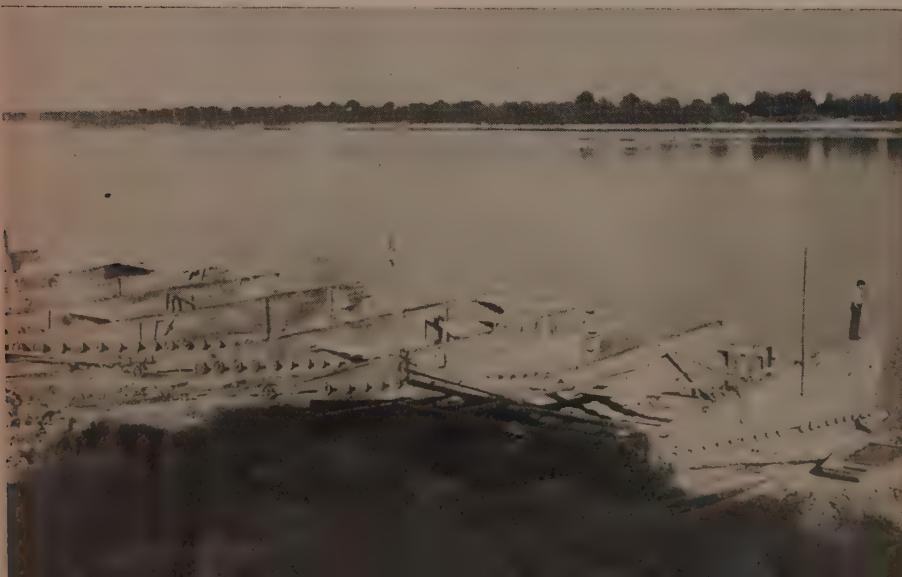
There were sound reasons for the establishment of the Marine Ways at Mound City. The nearby hills offered a perpetual supply of the woods needed for the construction of river boats. The Illinois and the Martha Blast Furnaces, located just a few miles north of Elizabethtown, were processing the native iron ore of the Egyptian hills. It was a quick, easy, and cheap effort to float this iron on boats down the Ohio River to Mound City. Consider the strategic location of the Marine Ways. Placed just about as close as possible to the junction of the two great rivers, the Ohio and the Mississippi, the raw materials needed were available from native sources close to hand.

Construction of the Ways was started, in 1855, by the Hambleton-Collier Company. The Emporium Real Estate and Manufacturing Company of Cincinnati, Ohio,

laid out that part of the town which lies north of the present Highway 37. The southern part had been platted several years earlier by General Moses M. Rawlings and called The Mounds, because of the many prehistoric mounds found there. In 1857, the two towns became one and took the name of Mound City.

Along the river front, north of the Ways, large warehouses were constructed and a large foundry was built. Here the immense cogwheels, drums, chains, and other machinery to be used to pull the cradles up the Ways were molded. The grading of the river bank, building of the wharf, and other preparatory work was in charge of Robert Calvin.

When the machinery had been installed and everything was in readiness, most of the townspeople came to see the first boat, the *R. H. W. Hill*, raised slowly from the river. It was an interesting and spectacular sight to see such a large, heavy boat lifted gently from the water. Everything worked like clockwork. The engineer, the workmen stationed at each assigned post on the cradles, on the boat, and on the sections, worked together as a team. Slowly the cradles were drawn up the ways, leaving the *Hill* high and dry, ready for repairs. Captain Samuel T. Hambleton, the superintendent, was a proud man on that day. An old custom is to break a bottle of champagne on a new boat when it is launched, and on an old boat when it is pulled out on the ways for repairs. That custom was observed. Speeches were made and toasts were drunk. It was a happy day for the Marine Ways and for Mound City. From that gala day until the Civil War the Ways constantly were busy



The Marine Ways,
Mound City, Illinois.

Photo from the
McAndrew collection

repairing and reconditioning the wooden packets that carried freight and passengers up and down the Ohio and Mississippi rivers. The channel was deep and the harbor excellent. Soon the Marine Ways became a favorite with river men and were known wherever boats plied the inland waters.

The Ohio and Mississippi valleys depended on the steamboat as the one great means of transportation. Huge packets loaded with cotton, many times so heavily that it became necessary to store freight on the hurricane deck, stopped on their journey north. Negro roustabouts sang as they worked, or squatted in a circle when their work was finished, chanting, "Coonjine, niggah, can't yuh coonjine." The boats passed again on the return trip, laden with the products of the north and the imports of Europe, including the beautiful silks and brocades needed by the southern belles for the picturesque hoopskirts, basques, and bonnets of that period.

Too soon the rumors of war became a reality and two volunteer companies from the area joined the Union forces. The Civil War paralyzed the nation's river transportation. Packets and ferries were converted into gunboats. Steamers that peacefully had carried commodities and passengers from the bustling northern ports, past the busy river towns and the wide plantations, to the southern cities, now carried shot, shell, and men bent on a mission of destruction.

The United States Government leased the Ways, paying forty thousand dollars a year, for use by the Navy. Their central location made them ideal for the maintenance of the fleet. Soon packets of peace time were converted into gunboats of war. Their strong white oak hulls were covered with thick iron plates over an inner lining of rubber and cotton composition. This composition lining absorbed part of the shock, as the solid can-

non balls struck. Gun emplacements were constructed and guns installed.

James Buchanan Eads, the Henry Kaiser of the Civil War, was called upon by the Federal Government to build ironclad gunboats for the Mississippi River Squadron. He built eight boats in a hundred days and over a hundred more in the course of the conflict. The keels of three of them, the *Cincinnati*, the *Carondelet*, and the *Mound City*, were laid in the Marine Ways.

On July 1, 1863, the government leased the property along the river front adjoining the Ways, known as the Rawlings Reservation. It was used as a navy yard. The entire Mississippi River Squadron was moved to Mound City, with Admiral David Dixon Porter in command.

More than a thousand men, under the supervision of Chief Steam Engineer, William Faulkner, and Naval Constructor, Romeo Friganza, grandfather of the famous actress Trixie Friganza, began extensive improvements. Workshops, ordnance and office buildings were constructed. Within three years, from 1863 to 1865, the Squadron was increased from twenty-four gunboats to one hundred and sixty-two war ships of various kinds. Many ships of war, including Admiral Porter's flagship, *Black Hawk*, were repaired at Mound City after damage in battle.

During the war the warehouses, built by the Emporium Company, were used to store ammunition. The largest warehouse was used as a hospital, where, after the battle of Shiloh, more than two thousand Union soldiers received treatment. Today the Ladoga Canning Company uses the building to preserve food to feed other American soldiers fighting in another war—a modern war with weapons so terrible that the solid cannon balls of Civil War days seem mere toys in comparison. These warehouses, with the exception of the hospital, were

Showboat ads of bygone days.

Courtesy Pulaski Enterprise, Mound City

**The Bandit King.
JESSE JAMES.
The Burning of the
James Home.
The Hanging of Dr.
Samuels.
The sensational es-
cape from under-
ground cave. The
tragic death of
JESSE JAMES.**



burned in the fire of 1879, when most of Mound City was destroyed. In later years the sycamore shaded ground along the river front, where the squadron had been moored, became a small park and was known as the navy yard. Benches provided a place to sit and talk during the summer evenings. The younger set gathered there when "going walking" was the most popular diversion.

Just below the Ways, near the old Trinity Bayou, two gunboats, the *Liberty* and the *Essex*, lay for many years. Before the dredging of the Ohio and when the stage of the river was very low the old wrecks became visible. Many souvenirs were taken from them. In our home two glass bricks from the *Liberty* were used as doorstops for many years. The *Essex* was purchased from the Navy after the war by Captain William L. Hambleton and wrecked for the machinery. Two large sheets of the

came from the home of Jefferson Davis was brought up from the South on a gunboat of the Squadron. The mirror is long and narrow and is held between two wig cabinets. Bullet holes made when the boat was shelled on the trip north can be seen. Ira Huckleberry has an ornament, a wooden lion, taken from the jackstaff of the Confederate gunboat, *Little Rebel*, when it was captured and brought to the Marine Ways in 1862.

At the National Cemetery, a mile west of Mound City, on Highway 37, may be seen a number of Civil War cannon and the solid iron balls used as ammunition. The National Cemetery is a beautiful, well kept cemetery, where more than five thousand five hundred veterans of American wars are buried.

After the war the steamboats returned to their former prestige and glory. River traffic again became heavy and the Marine Ways prospered. The Golden boats of the "O" Line, owned by the Southern Transportation Company were on the Ways from time to time. Older Mound Citians will remember the *Golden City*, the *Golden Rule*, and the *Golden Crown* with the large "O" swinging between their smoke stacks. The *Reuben R. Springer* and the *Guiding Star* arrived, stopped, and passed on toward the south.

During the two decades around the turn of the century, the Marine Ways saw the most prosperous years, those long peaceful years only slightly ruffled by the Spanish-American War. The Lee Line steamers, *Stacker Lee*, *Ora Lee*, *Peters Lee*, and *Rees Lee*, and the palatial excursion boats, *J. S.* and *Island Queen*, later the Streckfus' *Capitol* and *Washington* brought prosperity to Mound City and the Marine Ways. The government light tender, *Lily*, and the *Kate Adams* furnished many weeks of work. The handsome old *Belle of the Bends* was almost rebuilt in the early part of the century. Many others came, were pulled, reconditioned, painted, and slid down the ways to sail majestically down the beautiful Ohio. Immediately the cradles again rose from the water carrying another boat to be made whole.

The show boats, flags flying and bands playing, stopped regularly at Mound City. The band concert was a feature of the morning. After the concert the band led a parade about the principal streets. Children followed happily. The strains of the calliope signaled the time for the evening show. When the show boat needed repairs it came to the Marine Ways. The *Cotton Blossom*, *French's New Sensation*, and the *Golden Rod* were repaired here. Occasionally those of us who had fathers working at the Ways, made long remembered Sunday afternoon visits to the show boat, high on the cradles, where we stood on a real stage and saw the gaudily beautiful costumes of the chorus.

After the last repair job on the *Sensation*, she was abandoned by her owners, and stood on the cradles for more than five years, battered by the snow, sleet, and rain, and baked by the burning sun. While discussions were underway as to her disposition, nature took the initiative and brought to an end the career of the old "floating palace." Dark clouds gathered in the east on July 1, 1931. The violent storm that wrought such havoc in Pulaski County, caught the crumbling, old craft amidstships and flung her from the cradles. Within two minutes from the time the storm struck she was a twisted wreck.

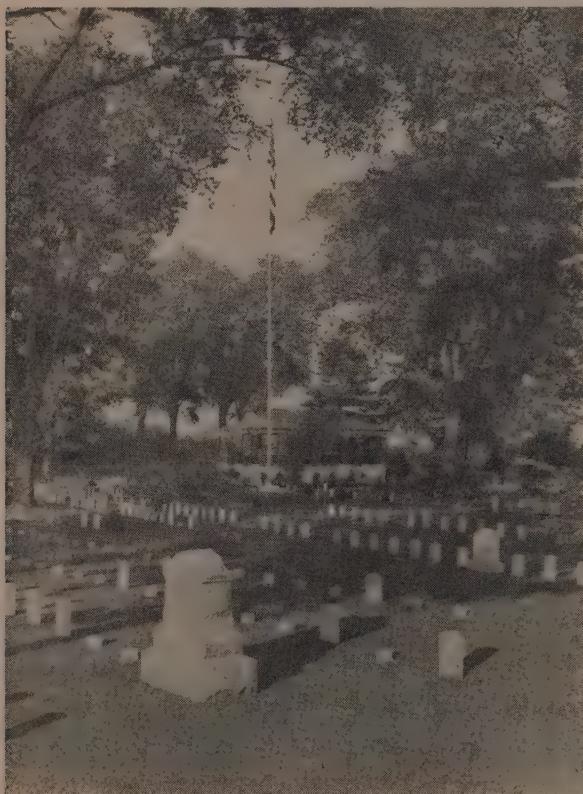


Photo by Horrell Studio, Anna
National Cemetery, Mound City.

rubber and cotton composition inner lining were placed in the yard of the Hambleton home on Poplar Street and used as a sidewalk, withstanding years of weathering and still, today, are in good condition. The Hambleton home is now the home of Captain Hambleton's son-in-law, Ira Huckleberry.

It is an interesting old home. The large, rambling, two-story house originally was exactly like the company houses on old White Wash Row, and was built at the same time by Captain Hambleton. New wings were added from time to time and all resemblance to the old house has been lost. Much of the furniture dates from the Civil War period. A large solid walnut dresser that

She was constructed of literally thousands of carefully fitted sections, truly a masterpiece of ship building art. The force of her fall, together with the ravages of time and the elements, reduced her to the minute pieces from which she was constructed. Workmen soon completed the job the storm began.

Gone forever is the attractive stage where many thrilling tales of love and romance were enacted; where long-mustached villains pursued innocent damsels in distress; where the beautiful, blonde heroine gave herself to save the mortgaged home, that her aged parents might live in peace and security; where the handsome hero always arrived in the nick of time, reinforced by a roll of bills of sufficient size to choke an elephant and to pay off the mortgage, thereby routing the villain and saving the girl from a fate worse than death and incidentally for himself.

The *Sensation* made a name for herself throughout the Ohio and Mississippi valleys. When her impending visit was announced by the bright posters nailed to telephone poles or displayed in store windows, happiest anticipation was created in the hearts of children and grownups alike. She attracted the best in theater folk, playing everything from comedy to tragedy. Her end came only a few hundred yards from the spot where she had been moored on many a moonlit night, ablaze with rows of colored lights, her calliope enticing the happy crowd over the levee, down the river bank, and across her gangplank. She and her sister boats played a never-to-be-forgotten role in early American entertainment.

The rows of two-story frame houses, belonging to the company and known as White Wash Row, were filled with happy, busy people. Children played, mothers sang about their morning work, cooking and cleaning; timing the noon meal so that it would be piping hot when the familiar whistle blew at noon. Men, whistling cheerfully, hurried down the street to be met by little boys and girls who awaited them eagerly at the corner. In the evening the shipyard was the gathering place for men. They smoked and talked while the children played under the long shed. It was great fun to ride down the



Photo by Horrell Studio, Anna
Early advertisement of the Marine Ways.

long incline on the small car that was used to move heavy lumber to the saws. At nine o'clock, the familiar sound of the bell said it was bed time and everyone started for home. The bell rang each hour from nine throughout the night until five o'clock in the morning; when it rang five times the hour to tell the people it was time to begin another day.

There are memories that are essentially of the shipyard: the smell of paint, oakum, and the thick grease that covered the cog wheels and shaft; Obe Claybourn, an old Negro, who seemed to walk continually from place to place greasing the long shaft with a great, black swab; the two saws that buzzed and screamed and threw thick piles of saw dust; the yoked oxen that walked so slowly and dragged such heavy loads; the steady rhythmic beat of hundreds of caulking mallets on warm spring mornings; the big wooden water cooler that always was filled with ice water in summer (how good the water tasted from the tin cups that were tied to the bench which held the cooler!); the clanking chains and the large drums, which served as spools on which the chains were wound as they drew the cradles up the railways; the big engine with its fascinating arms, flying wheels and governors—the same machinery that was

The Burning of the Shipyard

By DAISY TUCKER MOORE

The siren sounded out its frightening scream,
The black smoke rolled; the searing flames leaped high,
A thing we loved, an old familiar scene
Is gone; from many a heart there comes a sigh.

The well-remembered whistle will no more
Call, as it did to men in days of yore.
The bell that rang at nine, the end of day,
The time to sleep, the end of work and play.

All through the night it rang, each hour to keep
Lonely vigil with those who could not sleep.
It rang its five time five, the reveille,
The call to duty and a busy day.

Now it is gone, no more our eyes can see,
Yet nothing can erase its memory.

Gone are the benches where our fathers spent—
Discussing national problems and their own—
The hours from supper on, how fast they went
Until the bell rang out the call to home.

The friendly smells of oakum, grease, and paint,
All mixed, gave off an odor without name
Yet one we won't forget, though it is gone
Forever swallowed up in smoke and flame.

Many war-torn ships found haven there
To leave, all whole, again to take the dare.
It served in peace, it saw a nation grow
Through many a summer's heat and winter's snow.

molded when the Marine Ways and Mound City were young. These memories belong to the shipyard.

The long period of peace and prosperity again was interrupted by war. Work continued at the Marine Ways, but many of the men left for larger shipyards on the coasts, attracted by the high wartime wages.

After World War I, a change gradually came about. Wooden boats were replaced by steel ones. The familiar ring of the caulking mallet ceased, and the hiss of the acetylene torch took its place. The young men who would have served as apprentice caulkers and carpenters turned to other pursuits. Equipped to serve wooden boats, the Marine Ways began a descent into obscurity. For years only an occasional barge or small boat was repaired. Finally, only a night watchman was employed. The Ways withstood the disastrous flood of 1937, although entirely inundated except the top of the long shed and the office.

About 10:30 on Sunday morning, October 11, 1942, the Ways caught fire. The flames licked over the dry old lumber. Half of the long shed holding most of the machinery, the paint shop, the oakum shed, and the engine room were reduced to ashes and twisted steel.

We thought the old shipyard was "just a memory." We were sure that the activity there was over, that never again would busy men hurry home and scurry back to work, but war came again to the Nation and to the shipyard. With the coming of war, came the need for ship building. Once more men hurried to and from work. They did not walk to nearby homes for those old houses had been torn down after standing unoccupied, with sagging doors and broken windows, for

more than a decade. Instead, rows of cars filled the parking place. Carpenters began to rebuild and recondition and painters started to work. The cradles and railways were repaired or rebuilt of concrete. A new office, modernly equipped, stands where the old office stood. From the outside, the office and old shed look quite the same. Soon the rat-tat-tat of air guns driving rivets, replaced the ring of the caulking mallets. No longer did the nine o'clock bell ring out the bedtime hour. The bright flare of electric welders lit up the night skies, as the swing shift took over. All this happened two years ago.

One of the first boats to arrive at the reconditioned Ways was the old side wheeler, *Rastus Wells*, built in 1904. She was piloted up and down the Mississippi when steel boats were new. Later she was renamed the *City of St. Louis* and served for many years out of that port. She was brought to the Ways to be converted into a floating oil terminal. Although her days of glory are gone, she will serve in her new capacity for many years to come.

No gunboats are anchored in the harbor today, but big, gray LST boats have passed almost daily on their way to some coastal port, there to leave on their wartime mission of keeping hostile enemies from the shores of this beloved America of ours. War has come again to the Marine Ways. Through four wars they have served the nation. Through many years they have seen the nation grow and advance. They are one of Mound City's oldest landmarks. May we hope that for many more years the highway marker will continue to read, "Still in operation, 400 yards south of here."

Action, Please!

On the west side of Highway 3 just a short distance outside of the village of Rockwood stands a stone house. At one time this house was a beautiful stone structure which has stood for more than a century. Legend says that Charles Dickens visited in this house. Verification of this has not been found by the KEY.

The stone house stands on land under the jurisdiction of the State of Illinois. Why is this building allowed

to deteriorate? Bereft of its porch, which faced the river, its windows, and its roof, today it stands a pathetic relic. The photograph shows its condition four years ago. The sketch was made by KEY artist, Roscoe Misselhorn, in February, 1945. What will the place look like in four more years? Why can't Egypt get some of her relics preserved? Other sections of the state seem to have no trouble in this matter.

Photo by Horrell Studio, Anna



Idols of Egypt

IX. James and Sarah Lusk

Illinois' first road builder and Illinois' first woman ferryboat operator played important roles in the early development of the State.

THE thoughts and hopes of many former soldiers of the Revolution, during the first administration of President George Washington, were turned to the vast territories in the Mississippi valley. Not only were the Revolutionary veterans interested in moving westward from the seaboard, but quite a few Europeans, especially French, were intrigued by the thoughts of the rich, productive land of the great river basin. One of these men, René Levillian, Jr., traveled over much of the territory near the confluence of the Mississippi and the Ohio rivers in the years following the end of the Revolution and before the establishment of the Northwest Territory.

Levillian was a hunter and a scout and gauged the land well. He determined to return to France and, about 1795, started his homeward journey. He proceeded on his way through the Waxhaw settlement in the State of South Carolina, and, while tarrying there shortly, described with vivid minuteness the wonders of the lands over which he had traveled west of the Kentucky settlements. His hosts in the Waxhaws were welcome listeners for the impelling reason that they were anxious to migrate to the new frontiers.

One of Levillian's hosts was Major James Lusk, an officer in the Revolution, who had fought valiantly in the border warfare in South Carolina. He was commissioned major at the Battle of Cowpens. At the battle of Waxham, in 1780, where four hundred colonials were massacred after surrendering to Tarlton, the gallant Major with a company of dragoons forded a creek at full stream and escaped to the bogs of a pine woods. He then organized a small band to engage in a system of "partisan warfare" and participated in the rout of the enemy at William's Plantation. In this latter engagement, his company co-operated with Colonel Sumpter. At the Battle of Camden, the Major's guerillas witnessed the death of Baron de Kalb, and Major Lusk was made the bearer of the Baron's last letter.

The land described by Levillian to Major Lusk and the others at Waxhaw promised no unknown terrors although it was overrun by Indians. The particular territory that attracted the Major was that land west of the Ohio River lying between the confluence of the Ohio and the Mississippi rivers and the place where the Wabash River emptied into the Ohio River. There were occasional bands of Shawnees inhabiting the area, and not too infrequently, other tribes, even including the Pottawatomies from much farther north, ranged throughout the district. The region did not become completely safe until after the Indians were conquered by "Mad An-

THONY" Wayne, and later totally subjugated by General Harrison's victory over Tecumseh at Tippecanoe in 1811.

Major Lusk had married Letitia Thomas on May 16, 1782. Their children were John Thomas who married Lucinda Gilliam, Esther, Robert, and Letitia who married a Youngblood. Letitia Thomas Lusk was murdered by a slave on February 28, 1793. Major Lusk disposed of all his slaves at once and never again purchased or owned one. From that day on, he was a bitter opponent of the institution of slavery.

On July 25, 1793, Major Lusk and Sarah McElwaine were married in South Carolina. Sarah was the daughter of General James McElwaine of that state. Three children were born prior to their migration to their western frontier home. These were Lucretia, Sarah Lucinda, and Hannah Louise who married James Alcorn and whose son was James Lusk Alcorn. James Lusk Alcorn, who was born near Golconda, had a distinguished career in the State of Mississippi. He was elected Governor on the Republican ticket in 1869, but resigned to become United States Senator from Mississippi in 1871. He was defeated for Governor, as an Independent candidate, in 1873.

Following the glowing descriptions given the Waxhaw group by Levillian, plans were made for a party to start a westward trek to the new land of promise. The original group consisted of Major James Lusk and his wife, Sarah, and their children, seven in all (four by the former marriage, and three born of the marriage of James and Sarah); the Major's brother, Vance Lusk; Anorita Ferguson and her children, James Richard, Thomas, Hamlet, and two daughters, all of whom were adults except the girls; Robert Lacy, his wife and two children; Benoni Lee with his wife and two children; Shadrach Waters, his wife and one child, a son; Howell Arlington; Hector Puttulo; two orphans, Leander and Narcissus; two Negroes, and two "crackers."

The group began its journey in April 1796, and finally without mishap arrived at the village of Salem, then the seat of Livingston County, Kentucky. The travelers tarried at Salem for a short while before making the last lap of their journey to the Ohio. They finally made a stop at Mark's Hill, Kentucky, opposite the site of the present town of Golconda on the Illinois side of the river. Mark's Hill was near Cave Springs, Kentucky, and some eighteen miles above the spot where the Kaskaskia Trail met the Ohio River. The immigrant group of South Carolinians arrived at the site May 4, 1796.

There were no other settlements in the area. It was several years later that a settlement was founded at Shawneetown, a site which, in 1796, was yet occupied by the Shawnee Indians.

Major Lusk purchased, from a Virginian by the name of Pollard, the land on the Kentucky side of the Ohio directly across from what is now Golconda. Having purchased the land to the river's edge, he was entitled to operate a ferry, and, in 1797, secured a license from the State of Kentucky. He assumed the right to have exclusive possession of the site for the purpose of operating a ferry, and met no serious opposition.

Unfortunately, there are no pictures available of either Sarah Lusk or Major James Lusk. Notes made contemporaneously indicate that Sarah was quite a beauty and had been the belle of York near the Waxhaw settlement in South Carolina. Presumably she was a brunette, with dark hair, soft brown eyes, and an olive complexion. She had a graceful carriage and was sprightly in her movements. Born in 1766, she was thirty years of age at the time the Lusks left South Carolina for the west. The events of her later years proved her to be inclined to good business judgment, and she was possessed to a considerable degree of culture and refinement. It was at Sarah's behest that the Lusks brought with them to their Ohio River home many of the comforts of more civilized communities, among them a harpsichord. It is recorded that Sarah was an accomplished musician. Major Lusk's father came to America from the north of Ireland, in 1721. The Major was born in 1751.

A great-granddaughter of James and Sarah Lusk has written that the Lusks generally were fair, but a few were dark. Their faces were rather square with low brows. James and Sarah's daughter, Hannah Louise, was supposed to be typical of the family. She was very beautiful, had high cheek bones, an ivory skin, and a high color. Her mouth was quite large and her nose somewhat short.

The same authority reports that the Lusks were noted for being the most peculiar persons in the world. They were supposed to have followed their own whims regardless of anyone else, and if you were willful, contrary, high-tempered, and vindictive, the family saying was applied, "That is the Lusk in you." They were also known to be fearless and loyal, and to hold high

moral principles with fanatical zeal. They simply did as they pleased regardless of the opinions of others.

Major Lusk was disappointed bitterly with the terms and conditions of the admission of Kentucky to statehood because slavery was permitted. Unalterably opposed to slavery, he had used all his influence to exclude the evil from Kentucky. In his disappointment, he decided to move from Kentucky, and, accordingly, wrote to Governor William Henry Harrison, then Governor of the Territory of Indiana, with the view of procuring a license to operate his ferry from the "North Bank." (Lusk undoubtedly meant the north bank of the creek, later known as Lusk's Creek, on the Illinois side, and almost directly opposite Lusk's home on the Kentucky side.)

At the time, Governor Harrison was having much difficulty with the Indians in the area, so he advised Major Lusk that nothing should be attempted until the Delaware Indians left the neighborhood, stating that he was at the moment negotiating a treaty with them for the cession of the Illinois Ozarks that extended to the Ohio at, and north of, the Illinois site which was the subject of Lusk's letter.

The Major was in no mood to await the conclusion of negotiations which might or might not be successful, so decided to act without further ado. Therefore, he immediately moved across to the Illinois side, to the site that now is the town of Golconda, and, without a license, operated his ferry boat from that point.

With material from keel boats, he built a commodious two-story frame house, which stood on a high spot at the intersection of the creek and the Ohio River. Completed in 1798, it was known, sometimes, as the Ferry House and, more often, the Tavern House. It was from this point on the north bank of the creek that Lusk planned to operate his ferry. The creek became known as Lusk's Creek, and is still known by that designation. The site of Tavern House was one hundred yards east of the town lots which, later, were platted for the settlement first known as Sarahsville, in honor of his wife. Later, the name of the town was changed to Golconda.

Upon completion of the building in 1798, the Lusk family moved to it with all their household goods, live stock, and other possessions. Thus, they became the first settlers between Kentucky and Kaskaskia in the Illinois area. The land around their new home was fertile



Ferry landing, Golconda, after sea wall was built. Water tower is at the approximate site of Tavern House.

and responsive, and good living was no hardship after the land was cleared and placed in cultivation.

Because of the ferry the route became a main traveled one for the day and time. Sarah and James were charming and hospitable hosts to many notables who chanced to pass their way. Lorenzo Dow, the evangelist, Thomas H. Benton, the statesman, and John James Audubon, the naturalist, in his wanderings down the Ohio River, were entertained at Tavern House. Governor Harrison of the Indiana Territory, later to become President of the United States was, on occasion, a guest. It is stated that Nicholas Roosevelt, grandfather of President Theodore Roosevelt and the first steamboat man on Western waters, also was a guest at Tavern House.

The house stood at the original site for more than thirty years, but after several removals because of a dissolving river bank, it finally surrendered to the unfriendly Ohio, and Tavern House was no more. It survived the death of Major Lusk by thirty years, but in 1833, it disappeared.

During the first few years after the erection of Tavern House, many log houses were constructed south of the intersection of the creek and the river, and immediately adjacent to the river front. As time passed and the traffic on the river as well as across the river increased, the town site was enlarged and the population of Sarahsville increased. The first crude homes were built on the Ohio River front.

In order to facilitate patronage for his ferry, Major Lusk chopped out a road from the state of Tennessee direct to the ferry. On the Illinois side, there was no road west except an old Indian trail, so in August 1803, Major Lusk undertook to construct a six-foot highway from Lusk's Ferry to David Green's ferry across the Mississippi River.

Major Lusk was in command of the construction party, assisted by some twenty men. Shadrach Waters was second in charge of the party, which included Vance Lusk, Hector Pittulo, and Benoni Lee of the original South Carolina group, as well as Jim Alcorn, Temple Perkins, and others who later had joined the Sarahsville settlement.

On the return journey, after completing the road to the Mississippi, Major Lusk fell ill of the ague, and took to his bed upon his return home. He did not recover, and died on September 27, 1803. He was buried across the river at Carrsville, Kentucky, beside his mother and brother, Robert Lusk. Major James Lusk, rightfully, can be honored as the first road builder of Illinois.

Sarah Lusk was a person of strong character possessed of great will power and determination. While Major Lusk was away from Sarahsville opening the road to the Mississippi River, a man named Clement, an agent of Pollard, the Virginian from whom the Major had purchased the land on the Kentucky side of the Ohio River, visited Tavern House for the purpose of collecting on the purchase price. He had informed Pollard, his principal, that Major Lusk was "on a wild goose chase," and was spending money "right and left" that should have been paid to Pollard. When Sarah learned of the statements and actions of Clement, she promptly and emphatically ordered him away from the home, and Clement did not choose to argue or debate the matter.

By force of circumstances, Sarah was thrust into a



Mouth of Lusk Creek. Group of trees is "North Bank."

life of business, and immediately was required to assume family leadership. The ferry business had increased greatly because of the opening of the road from Tennessee and the construction of the road to the Mississippi. A store had been opened in connection with Tavern House where supplies and merchandise were sold to the traveling public. The details of straightening out the business operations of her deceased husband required immediate attention, and not the least of these was the matter of winding up the transaction for the purchase from Pollard of the Kentucky land.

Finally, all the bills incurred by the construction of the Illinois road were paid, and Sarah and her advisers felt that she would be in a better vantage point in dealing with Pollard if she returned to Kentucky. Accordingly, Sarah and the family moved back to the Kentucky side of the river, and Pitullo, together with Robert Lacy and his mother, were commissioned by Sarah to operate and to look after Tavern House. Sometime later, the Lusk family moved back to Illinois.

The death of Major Lusk left Sarah and the children with many problems to face in their frontier home. Settlements were few and far between. Indians yet roamed throughout all the surrounding area and most of them were hostile. Sarah, with her indomitable will and courage, was determined to continue to operate the ferry in the same manner as had the Major in his lifetime. Except for the responsibility of management, this presented no new difficulties to Sarah inasmuch as she had supervised the details while the Major was away from home attempting to further the facility of travel on both sides of the Ohio River by constructing roads to and from the ferry.

General McElwaine had given to Sarah a young Negro slave girl named Cassie, and even though Major Lusk was bitterly opposed to slaves, Cassie had remained with her mistress throughout the married years of Sarah and the Major. Cassie has been described in a letter now in the possession of one of Sarah's descendants as being "very tiny," but Sarah, with the help of Cassie and John Thomas Lusk, one of her stepsons, continued to operate the ferry.

It was no easy matter to operate a ferry in the wilderness, and Sarah met many difficult situations with remarkable fortitude, independence, and courage. A granddaughter of Governor James Lusk Alcorn wrote: "I have heard my Father many times relate the incident pertaining to his grandmother Lusk and her ferry triumph. I believe the man Dement [undoubtedly Clement,



Artist Roscoe Misselhorn's conception of Tavern House from descriptions available.

the agent of Pollard] across the river upon one occasion contested and prohibited the landing of a certain traveler, who turned out to be William Henry Harrison, and with her shotgun and faithful woman slave, Cassie, as allies, my great grandmother risked a collision and crossed the river, effecting a safe landing and return. The old negress, "Cass," came to Mississippi and was my grandmother's cook and servant until her death in 1858. She did no work, but was kept in comfort by my Mother and was waited on by other servants, to whom she often recounted the many acts of heroism displayed at Sarahsville, in which she described herself in the most approved Munchausen expression."

In another letter, this same descendant described Cassie as being "very tiny," and "as old as the hills, with a perfect memory."

Whether or not Governor Harrison learned of the difficulties Sarah was having in the operation of her ferry, before his personal visit previously mentioned, he issued her a license on May 7, 1804, and instructed her as to her rights. The license was recorded years later, in the office of the Recorder of Pope County, Illinois, at Golconda, on Page 82, Record Book "A," and reads as follows:

Indiana Territory
William Henry Harrison, Esqr.
Governor and Commander in Chief
of the Indiana Territory

License is hereby granted to Sarah Lusk to keep a ferry across the Ohio River in Randolph County [the present Pope County then was a part of Randolph County], opposite the one formerly kept by James Lusk. She, the said Sarah Lusk, engaging to keep at the said ferry good and sufficient boats for the passage of travelers, with their horses, carts, wagons, carriages, cattle, & C., & C., and for which she is to receive such Toll as may be established for said ferry by the Court of Quarter Sessions for said County. And the said Sarah Lusk is also to enter into Bond as the law directs for the proper keeping of said ferry.

Given under my hand at St. Vincennes the Seventh day of May, Anno Domini one thousand eight hundred and four, and of the Independence of the United States of America, the twenty-eighth.

SEAL . WILLIAM HENRY HARRISON

by the Governor:

Jno. Gibson, Secretary

As the new settlement at the site of the ferry expanded and developed, Sarah increased her business responsibilities and importance. She opened a store for the sale and distribution of goods, wares, and merchandise, mainly for the traveling public, and she also was commissioned as the first Postmistress of Sarahsville. By this time, Sarahsville was pre-eminently the largest settlement between the Kentucky settlements and the Mississippi River.

Following the death of Major Lusk, Sarah remained a widow for more than eighteen months. However, as was usual in the frontier settlements, the thought was to keep established homes and families, and on April 2, 1805, Sarah was married to Thomas Ferguson at Salem, Kentucky.

Thomas Ferguson was a member of the original party that set out from the Waxhaw settlement in South Carolina, and his fortunes had followed those of the Lusks in the years that elapsed after the migration. He was reported to have been a suitor for the hand of Sarah McElwaine before she married James Lusk, and at least it appears that he was very devoted to Sarah following their marriage in 1805.

Thomas Ferguson later became a member of the Legislative Council of the First Territorial Legislature from 1812 to 1814, and also in the Second Territorial Legislature from 1814 to 1816. After the creation of Pope County on January 10, 1816, he was, together with Robert Lacy and Benoni Lee, on April 1, 1816, commissioned as Judge of the County Court under the County commission form of government. This form of government was authorized by the Illinois Constitution of 1818.

Unlike Major Lusk, Thomas Ferguson was a large slave owner, and was a firm believer in the institution of slavery.

Thomas Ferguson apparently was a man of force and will because reports of Sarah are sparse indeed following their marriage. Almost everything that remains to be told of their activities consists in accounts of the doings of Thomas Ferguson.

Soon after the marriage, Ferguson discovered that Sarah did not have clear title to the land upon which her home in Sarahsville was built. The one hundred acres in the premises had been taken up by Robert Kidd, a Revolutionary soldier. Later Kidd sold the land to Robert Morrison of Kaskaskia. On September 16, 1805, Ferguson purchased the land from Morrison in order to clear the title for Sarah.

Ferguson evidently took over the operation of the ferry, and years later, in 1820, we find it recorded that Thomas Ferguson was granted permission to keep a ferry across the Ohio River and the mouth of Lusk Creek.

Major James Lusk and Sarah were staunch and devout Presbyterians. They had been anxious to establish a church in their community, but were never able to accomplish this during the lifetime of Major Lusk. On October 23, 1819, Sarah and fifteen others organized the Presbyterian Church at Golconda. This church is the oldest Presbyterian Church in Illinois and a great many of the descendants of the original organizers are numbered in the membership of the present congregation. Church records show that Sarah Ferguson presented for infant baptism, her two children, James Thomas Ferguson and Emiline Ferguson on October 23, 1819, the date of the organization of the church.

Church records also show that Hannah Louise Lusk

Alcorn was baptized on June 5, 1820, and that she transferred her membership to her new home in the State of Mississippi in 1844.

The records show that Thomas Ferguson on December 2, 1816, sold all his properties including the ferry, which presumably had been the property of Sarah, to Green B. Field for three notes of \$3,000 each. There was considerable litigation in following years arising from this sale between Ferguson and Field, and it was not until after the death of Green B. Field that the matter finally was settled. In 1822, Daniel Field, son of Green B. Field, bought the property, including the ferry, at a court sale, and he was granted a franchise to operate the ferry from that time. The ferry has remained the property of the descendants of Daniel Field from 1822 to the present, and today is owned by a cousin of the writer. The ferry still is operated over the same course as when established by Major Lusk after he moved to the Illinois side of the Ohio River.

Sarah McElwaine Lusk Ferguson died in 1830, at the age of sixty-one. She left behind her a second husband who squabbled over her slaves and her property. Her descendants have attempted to find her grave without success. It is not known definitely where she was living when she passed away. One report is that she was living with one of her children, which would account for her burial in a place other than Golconda. If she is buried in Kentucky, her grave is not marked and diligent search has not found it.

For many, many years little note was paid to the heavy contribution Sarah Lusk made to the development of the Northwest Territory. She was the first woman to operate a ferry in the State of Illinois. By such pioneers as Major and Sarah Lusk, the foundations were laid in Egypt for the great State of Illinois.

The Early Days

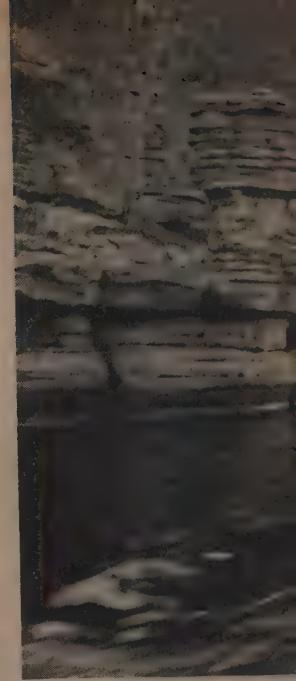
By IRENE V. BROCK

In the early days
Over trails blazed,
They came in covered wagons,
Hunters, farmers, gentlemen,
From Kentucky, Virginia, Carolina, and Tennessee;
Immigrants
From England, Scotland, Wales, Ireland, and Germany;
From the east
Over the trail of the old Shawnee;
Merchants shrewd,
And speculators, too,
From New York, Massachusetts, Ohio, and Pennsylvania,
By way of Fort Dearborn
In keel boats
Down the Mississippi
To Evan's Landing,
Near Devil's Backbone,
Thence east
Over the trail of the Cherokee.
They built corduroy roads

Through the wilderness;
They plodded their tiresome way
To homes out west.
The weary travelers
Stopped at Halfway House,
Watered, fed, and rested their oxen and horse.
Moze Silkwood,
The keeper of the inn,
Gave them lodgin' and food:
Quail, wild turkey, vension,
Wild pork, and wine,
Strawberries, fresh from the vine,
And "prisimons,"
A fruit that tasted
Like pears with honey.

These, the people,
Were "a law unto themselves."*

*Alback, James R: *Annals of the West*, Pittsburgh, 1858.



Bandana Boys

By HAROLD G. BOLTZ

Future citizens of Egypt are trained to be wholesome Americans. A contrast to the ideology of Europe.

SAILORS in our Navy, whose ships are casualties, never realize the connection between Egypt, Illinois, and the life jackets which they wear to buoy them until rescue comes. Little do they know of the effort expended to provide them with those life saving devices. They know not of the connection between an Illinois publisher, hunting unsuccessfully for a house number on a London street while unable to fathom the London fog, and the Boy Scout movement of today, as exemplified in America—in Illinois—and, in particular, in Egypt, Illinois.

The common denominator in all the above mentioned cases is expressed in the one word "service." Boy Scouts are supposed to do one good deed, at least, each day. It is not an idle pledge. The Boy Scout movement has brought about great changes in the lives of many American boys. It has given a good lift to the war effort. It has saved thousands of the youth of America from drifting—that curse of boyhood.

On a foggy night in London, in 1909, William D. Boyce, then a publisher in Chicago, was searching for an address in the "City of Fog." After several minutes of maddening mistakes, he felt his elbow clutched and, peering through the mist, saw a small boy. "May I be of service to you, sir?" The small voice was earnest in its offer. Boyce accepted the service tendered, but first asked why the English lad had gone out of his way to help a stranger. The boy explained carefully, in a typical British way, that he belonged to the Boy Scouts who were pledged to offer their services to anyone in need of aid. Boyce, ever a lover of youth and always the possessor of a nose for news, asked a few questions, obtained the necessary information, with the result that he called the next day on Sir Baden-Powell, the founder of the Boy Scout movement. The interview resulted in Boyce bringing the fundamental ideas of Scouting to the United States where, in a short time, he had enough men interested in the work to start the movement in America.

Thus the Boy Scouts of America was founded.

Like all good things it grew and grew. At first slowly, and then, as earnest workers continued to labor, the organization burst into full bloom. Are there any finer blooms than thousands of bright happy earnest boy faces? Today, it stands as the representative organization engaged in the developing of character in the youth of our land. More than twelve million men and boys

have been members of the Boy Scouts of America since 1910. The national organization is chartered by Act of Congress. The honorary head of the Boy Scouts of America, always, is the President of the United States. Annually, the organization submits to Congress a report of its activities.

In Egypt, the Egyptian Council, Boy Scouts of America, embracing the lower fifteen counties of Illinois, is celebrating its fifth anniversary. Other councils serve the upper portion of Egypt along with other counties contiguous to the area.

In the fall of 1939, representative citizens of Egypt met to institute the Egyptian Boy Scout Council. In the five years of its existence the Council has had four presidents, in order: O. W. Lyerla, Herrin; R. F. Clifton, Cairo; W. C. Jackson, Marion; and the present incumbent Leland P. Lingle, Carbondale.

Three Scout executives have served the Council. Edward Leland, the first executive, was succeeded, in 1942, by O. W. Quickmire, who was followed, in 1944, by Harold G. Boltz.

The area office was established at Herrin, the Egyptian Council boasting of the fact that it probably is the



Boy Scouts, Metropolis, loading car with milkweed pods.

only organization of its kind having an area office located in a railroad station. The waiting room of the old Illinois Central depot at Herrin is utilized for office purposes. Ella Pearl Clark has served as office secretary since the establishment of the office and is assisted by Dorothy Green.

In the area served, the Egyptian Council had a boy membership of 2240 on December 31, 1944. Objectives of the five-year expansion program are planned to enlarge the boy membership to 3920 by December, 1949.

Invitation to Egypt

Top left—View of Ohio River from Fort Massac State Park showing George Rogers Clark statue at left. (Photo by Bob Riseling, Murphysboro). Top right—Bluffs at Cave in Rock. (Photo by Dean Hill, Harrisburg). Bottom—The Thebes Wye. (Photo by Illinois State Highway Dept.).

Many communities, and parts of the open country, are giving the boys of Egypt opportunities for membership in this great movement. More than fifty per cent of the entire territory of the Egyptian Council is open country. In this large area 2992 boys reach the age of twelve each year. Through the efforts of the five-year program of expansion, the officers and committees hope to be able to bring into Egyptian Council membership at least twenty-five per cent of all boys of twelve years of age as well as boys of other ages.

Boys 9, 10, and 11 years of age are eligible to belong to Cub Packs, and those of twelve years and over can be members of the Scout Troops. For Scouts fifteen years of age and older there is offered membership in Explorer Scout Patrols, Air Scout Patrols, and Sea Scout Patrols. For those young men of seventeen years and more there are the Rover Scout Crews. The old Scout or Alumni Association is open for graduate Scouts twenty-one years of age and over. Troops are sponsored by institutions, churches, service clubs, fraternal groups, civic organizations, American Legion posts, labor organizations, and many other groups.

Under the supervision of the Council Scout Executive, the work is carried on throughout the area. There are the usual Scout activities in woodcraft, first aid, swimming, and kindred arts, all slanted toward the development of strong physical bodies and "men of character trained for citizenship."

Scouts are trained to serve, to serve unselfishly. Whether it be the collection of waste paper or old clothing, for the war effort, assisting in War Loan drives, helping at the Bald Knob Easter Services, or just some miscellaneous odd job that no one else thinks of doing, the Boy Scouts take it in stride.

Troops 1 and 101, of Metropolis, sponsored by the

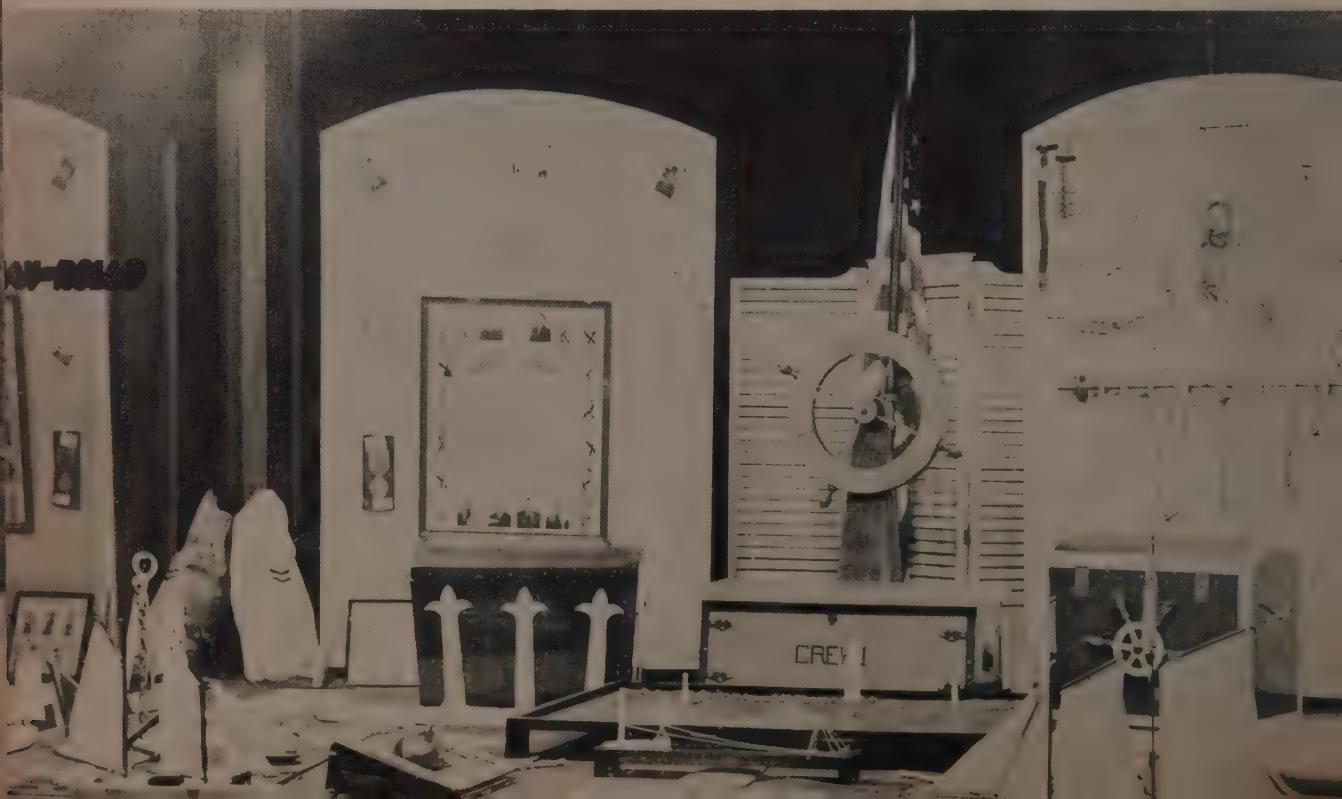
Rotary Club and the Methodist Church respectively, were responsible for the collection of 6700 bags of milkweed pods in 1944. Hung on specially constructed lines to dry at Fort Massac State Park, they were loaded when dried into two freight cars for shipment to Petoskey, Michigan.

The floss from two bags of pods makes enough filler for one life jacket for the use of the men of the United States Navy. Before the outbreak of the current war, other substances were used for this purpose, but the resultant shortages due to the exigencies of war made it necessary to find a substitute and to find it in the United States. Science discovered the utilitarian properties of milkweed pods, those heretofore apparently useless articles found in the country along roadsides and in the low lands. The only problem was to get this crop harvested. Boy Scouts, among others, gave the answer.

Under the leadership of Scoutmasters Charles Richards, Troop 1, and Ralph Tucker, Troop 101, the Boy Scouts of Metropolis rolled up this record. Figures for the entire United States are not available, but from all sources open, it seems apparent that the Metropolis effort tops that of all the United States.

Last year, the tanker *Chestatee* was christened by Mrs. James D. Boren of Carterville. The ceremony took place at Savage, Minnesota. Mrs. Boren was honored as the mother of five sons who had fought in their country's service in the present war. These five sons of Mr. and Mrs. Boren at various times were members of the Carterville Troop of Boy Scouts. Joe, serving in the naval air corps, lost his life and is buried at Trinidad. John also serves in the naval air corps. Russell is in the army air corps, while Ryburn is an air corps engineer. Clinton is serving in the naval medical corps. We believe this is the record for Egypt for the number of

Window display Sea Scout Ship Sea Witch, Murphysboro.





Awarding the Silver Beaver. Left to right, standing—Robert McKinney, Marion, presenting awards; J. A. Rutherford, Olmsted; Cecil Rabourn, Carrier Mills; Harold Boltz (standing in rear); Herbet Ashley, Marion; Charles Richards, Metropolis; C. U. Hancock, West Frankfort; L. C. La Plant, Murphysboro. Left, to right, seated — Dr. H. Roe Bartle, Kansas City, Mo.; Leland P. Lingle, Carbondale.



Installation of Officers, February 19, 1945. Standing left to right—W. C. Jackson, Marion; Leland Lingle, Carbondale; Robert McKinney, Marion; J. A. Rutherford, Olmsted; Herman Wallace, Carbondale; Loren Margrave, Herrin; Jo Walker, Marion; Dr. Walter Welch, Carbondale. Left to right, seated—Harold Boltz; Dr. H. Roe Bartle, Kansas City, Mo.; Dean E. G. Lentz, Carbondale.



Left to right, standing—Rev. Homer Young, Johnston City; Eagle Scout William Snarr, Benton; Mrs. Earl Snarr, mother; Eagle Scout James Walker, Marion; Mrs. Walker, mother. Left to right, seated — Leland P. Lingle, Carbondale; Dr. H. Roe Bartle, Kansas City, Mo.; J. A. Rutherford, Olmsted; Albert Jeffreys, Herrin.

sons in one family in the service who have been Scouts.

Summer camps are held for the boys, offering some of them their only chance to spend time in the open. Character is developed, self reliance stimulated, tolerance toward their fellows engendered, health built up, yes, and even manners polished. The familiar khaki uniform with the bandana neckerchief has stood and always will stand for the best in American youth of today and tomorrow.

This summer, as in previous years, the Egyptian Council, Boy Scouts of America, will have a Boy Scout camp at Ferne Clyffe, one of the scenic spots of Egypt. It is the hope of the organization to make this a permanent camp.

It has been a source of pride the past few weeks, to the leaders in the movement in the area covered by the Egyptian Council, that it had been given a grant of \$5000 by the Phillips Foundation, set up for the purpose of giving funds to worthy non-profit organizations by the wealthy oil man, Frank Phillips, of Oklahoma. To obtain funds from this Foundation, it is necessary to satisfy the Foundation that the cause is worthy, that the funds will be used intelligently, that the executive direction is an honest, wholesome, and efficient direction. After a rigid investigation this award was made to the Egyptian Council. It consists of \$2500 per year for 1945 and 1946.

In addition to President Lingle, the other officers of the Council are: H. H. Wallace, Carbondale; M. H. Detweiler, Zeigler; A. H. Cronk, Rosiclare; J. W. Hayton, Carterville; Ford L. Rendleman, Anna; and Dr. H. L. Raley, Harrisburg, Vice presidents; Jo V. Walker, Herrin, Treasurer; W. C. Jackson, Marion, Council Commissioner; and the Reverend Homer Young, Johnston City, and W. M. Pargellis, Karnak, along with President Lingle, National Council Representatives.

The Egyptian Council is divided into seven districts, each in charge of a district chairman. Delta District, made up of Alexander, Pulaski, and Union Counties, is headed by M. V. Kirkland. Cairo, Massac, Johnson, Pope, and Hardin Counties make up the Nile District under David de Jarnett, Metropolis. The counties of Gallatin and Saline comprise the Sahara District under



Scout Executive Harold G. Boltz.

the leadership of Wendell Bramlet, Harrisburg. White and Hamilton Counties, with J. E. Stine, Carmi, as chairman, form Obelisk District. Williamson County is the Pyramid District, with Dolph Bradshaw, Herrin, as Chairman. The Pharaoh District, under Roy Ramsey, Carbondale, covers Jackson County. Under the direc-

Crew of Sea Scout Ship Sea Witch, Murphysboro.





Photo by C. Cliff Grindle, Carbondale

Leland P. Lingle, President Egyptian Boy Scout Council.

tion of M. H. Detweiler, Zeigler, the counties of Franklin and Perry function as the Sphinx District.

Along the Ohio and Mississippi rivers the bottom lands are inundated almost yearly by the turbulent waters of these two great rivers. When the floods come in the spring, the rescue work, sandbagging, and all kindred jobs are participated in by Egyptian Boy Scouts. Members of the crew of the Sea Scout Ship Sea Witch, Murphysboro, sponsored by the citizens of Murphysboro, served, under the direction of Skipper Orville McBride, a total of 1120 hours this spring on duty along the Mississippi River during the flood season. The Sea Scout Ship Sea Witch recently, as a reward for the services of its crew in the spring floods, has been given the rating of national flagship, one of forty, out of over twelve hundred, to earn this distinction. Troops at Cairo, Shawneetown, Rosiclare, and Metropolis likewise lent their efforts in the flood emergency.

In the waste paper drive, Troop 11, Marion, led the Council in the collection of waste paper, bringing in a total of 104,000 pounds. The Marion Troop, sponsored by the Lions Club, is under the direction of Scoutmaster James Kimrey.

Each Easter during the night before the Bald Knob Sunrise Service, Troop 2, Marion, the Christian Church,

sponsor, under Scoutmaster Herbert Ashley, patrols the mountain road affording security to those who drive to the top of the peak. Hot coffee is served by the members of Troop 36, Anna, under Scoutmaster O. E. Mangum. The Elks Club, of Anna, sponsors Troop 36.

The above citations are samples of the wide horizon of Scouting. In every community adult men give freely of their time and strength to further the work of the Egyptian Council, Boy Scouts of America. Members at large of the Council are: D. H. Lucas and Walter Naumer, Du Quoin; Dr. Walter B. Welch and Roy Ramsey, Carbondale; F. Earle Snarr, Joe Mitchell, and Gail Barker, Benton; John Purcell, L. C. La Plant, and J. C. Daniel, Murphysboro; Floyd Bracy, Albert Jeffreys, and O. W. Lyerla, Herrin; Louie E. Lewis, Christopher; Willard Love, and George Johnson, West Frankfort; Herbert Bayley, Carmi; Leslie Hogshead, Vienna; Hessie Sullivan, Mounds; Harold O. Farmer, Pinckneyville; J. A. Rutherford, Olmsted; J. R. Broderick, and Robert McKinney, Marion; Vic Davis, Golconda; Lee J. May, Cairo; Robert Linders, Ava; John Hish, Ridgway; and Alden Deaton, Creal Springs.

The Egyptian Council Trust Committee is composed of George Stone, Marion; Judge Loyd M. Bradley, Carbondale; Judge D. F. Rumsey, Harrisburg; W. Joe Hill, Benton; Ford L. Rendleman, Anna; David V. Lansden, Cairo; Harold O. Farmer, Pinckneyville; and Stewart A. Pearce, Carmi.

Troop Number One, Metropolis, is the oldest troop in the Council. Twenty-seven years of age, the last twenty-two of these years have been under the sponsorship of the Metropolis Rotary Club.

At Crab Orchard Lake this summer, the Council will hold a Sea Scout Rendezvous which will be participated in by the various Sea Scout crews of the Council. In addition to the Sea Witch, Murphysboro, there are the Floating Egyptian, Marion; the Black Widow, Herrin, sponsored by the Rotary Club; the Karen B., Herrin, sponsored by the First Baptist Church; and the Rotary, Metropolis.

An embroidered service emblem is awarded to all Scouts who qualify by virtue of special services in the various war efforts promoted by the national organization. Any Scout may receive this War Service Award from the Egyptian Council, if he has given, since Pearl Harbor, a minimum of two hundred hours of service on at least three different war service projects.

The final honor or award offered in Scouting is that of Silver Beaver. It is bestowed upon men within the Scout organization who have rendered outstanding service to boyhood.

For 1945, it is the goal of the National Boy Scout organization to have a half million Scout Gardens. The Green Thumb Certificate is to be awarded to all Scouts for service in raising victory gardens in 1945. Every Cub Scout and Boy Scout collecting 1000 pounds of waste paper will be awarded the bronze Boy Scout-General Eisenhower Waste Paper Campaign Medal.

The Egyptian Council exists for the sole purpose of serving the boyhood of Egypt. Through its ever expanding program of activities, the organization expects to be able to reach many more boys, to give them the Scout training which, today, is believed to be a definite factor in helping to secure and to maintain the peace of our country in future years.

Forgotten Heroes of Egypt

By WILLIAM S. DEWEY

A record of those persons whose work made possible the Egypt we know today, although their names are almost forgotten.

HISTORY records the achievements of men and nations, but is usually confined to the great and prominent. The masses of people are soon forgotten. Many of the heroes of today will be forgotten by the people of tomorrow.

It is not possible to write of all of the forgotten heroes and it is hard to select from those identified largely with the immediate section of Illinois where I have spent my life — the extreme southern portion. Those chosen were not selected because they had done more than those of some other section of Southern Illinois, but because of my greater familiarity with their life's history. They pertain to the past; I have not attempted to touch upon the heroes of today.

Women played a wonderful part in the early history of Illinois, but not as active leaders, being more occupied in that greater task of homebuilding. They came with the first settlers following the era of the adventurers, trappers, and priests. They were first in the settlements along the rivers and afterwards went with their husbands to the out-lying farms. They endured the hardships and often fought side by side with their husbands in the protection of their homes and families and sometimes gave their lives for the development of a new country.

I have not selected an outstanding woman as a heroine, yet I want to pay this tribute to the pioneer women of Illinois: they are the real, unknown, and forgotten heroes. Without them, this splendid State of Illinois would never have been developed and the Christian civilization here established would never have been accomplished. The glory accorded to the men of early Illinois should be shared by its women.

Early French Explorers

Recorded history for the extreme southern portion of Illinois begins with the journal kept by Father Marquette of his trip with Jolliet from the headwaters of the Mississippi in 1673. Marveling at the scenic grandeur and pursuing their search for the river's mouth in the face of the Indians' warnings of great and mysterious dangers such as the Piasa bird at Alton and the whirlpools around Tower Rock, the frail craft of this first party of Frenchmen proceeded beyond the Mouth of the Ohio.

Then came St. Cosmé, Davion, and Montigny, priests from the Seminary at Quebec, the first of whom kept a journal that recorded many observations on the flora and fauna of Southern Illinois which are the biologist's first source.

It was Father Charlevoix, whose historic journey through the Mississippi valley in 1721, was undertaken at the express command of the French crown and who

first visioned the possibilities of settlement in the Illinois Country, then known as Upper Louisiana and administered from New Orleans. The junction of the two great rivers, opening the country watered by the Wabash and the Ohio, seemed to him the place for a fort that would keep the Indians in awe and would form the nucleus for a settlement. No place in all Louisiana seemed to him more important for the French to hold than the site of the present city of Cairo.

Juchereau — The Trader

My first forgotten hero is Sieur Charles Juchereau de St. Denys, an early trapper and fur trader. He was a native of France but became a citizen of Canada.

Obtaining a concession from his government, in company with thirty French Canadians, including Father Mermet, he came to the Illinois Country and built, in the year 1702, a fort and tannery at or near the junction of the Ohio and Mississippi rivers, near the present site of the city of Cairo.

Ancient maps, all prior to the year 1800, some forty in number, show the location of a fort in Illinois at the mouth of the Ohio River with no distinctive name, but with such designations as these: Fort, Old Fort, French Fort, French Fort Ruined, and French Fort Destroyed. It is generally conceded that these refer to the fort established by Juchereau. This site also was known and shown on various maps as the Mouth of the Ohio, just as the site of Louisville, Kentucky, was then called the Falls of the Ohio.

In the fall of 1702, Juchereau and his party left Kaskaskia, Illinois, to make a settlement and to engage in the fur trade at the mouth of the Ohio. They were the first known white persons to occupy this place. Their stay was not long, but they were kept busily engaged.

The country abounded in all kinds of game, including bear, buffalo, and deer. Wild fowl, such as turkeys, ducks, and geese, were also abundant. It is not generally known that this section of our country, as well as the prairies, swarmed with buffaloes. In a year or two Juchereau and his party are said to have killed and skinned thirteen thousand buffaloes and prepared their hides ready for shipment; besides securing quantities of other hides and furs. They hunted not alone in Southern Illinois, but also in southeastern Missouri and western Kentucky, and up and down both the Ohio and Mississippi rivers, and doubtless traded for furs with the Indians.

But Juchereau was not permitted to reap the reward of his plants and efforts. The Indians waited until he had accumulated a large supply of skins and furs, and at an opportune time made an attack upon him and his men, destroyed his fort and tannery, killed nearly

all of his men, and seized the whole of his valuable collection of skins and furs. Juchereau was among those who escaped and returned to Kaskaskia, where he is said to have died in 1705. The story of what had befallen him was told throughout New France. It was a hundred years before another attempt was made for a settlement at the mouth of the Ohio.

Brief as was his career in Illinois, Juchereau stands as a representative of that adventurous class, known as fur traders, who were the forerunners of the pioneers. In search of game, they penetrated the wilderness, discovered the country, brought back definite information

For two hundred years the French had been exploring and making settlements throughout the Mississippi valley, but at the end of the French and Indian War in 1763, the British, by treaty, obtained control of this country from France. It was simply a military occupation. There is no record of any settlement made by the British during their brief possession. From the American colonies, however, had come numerous settlers, who at that time were on good terms with the French people. In 1778, when Colonel Clark captured the country, both the French and American settlers were opposed to British rule. This helped in bringing about the speedy and complete victory of the Americans.

Living in Kaskaskia at the time of its occupation was Father Gibault, who rendered great aid to Colonel Clark. With a few of the representative citizens, he called upon Clark to ask permission to hold services in the church, which permission was granted. After their accustomed devotions, Father Gibault, speaking for his people, again called on Clark, who, after a full explanation of his purposes, told Gibault that the Virginians had not come for conquest or to take the people as prisoners, but that the French King had made an alliance with the American colonists and that it was entirely proper for the French colonists in the Illinois Country to ally themselves with the Americans. To prove his good faith Clark told the priest and his people that they were all free and could go about their usual occupations. Father Gibault communicated these statements to the people and there was great rejoicing. The church bell rang and the people assembled in the church, thanking God for their deliverance.

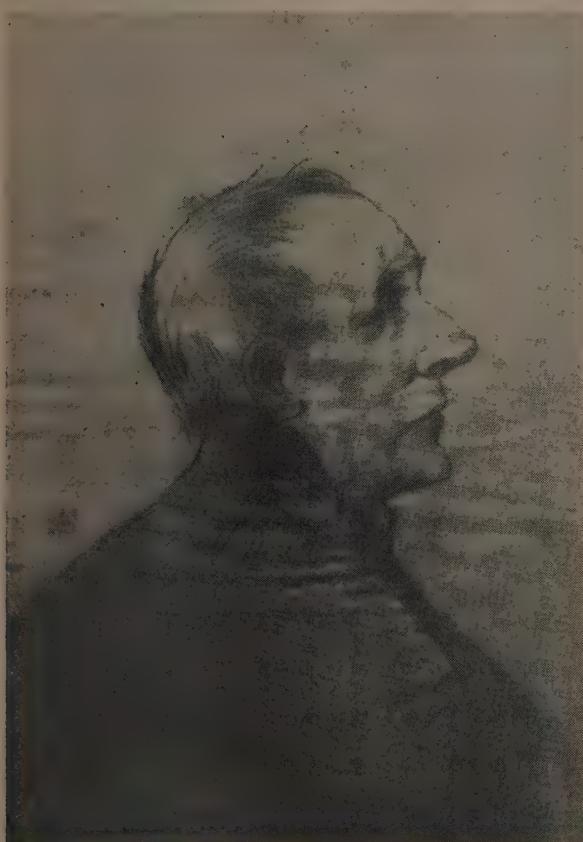
Father Gibault, accompanied by two or more men selected by Clark, then went to Vincennes and persuaded the French colonists there to join forces with the Americans. He presented the matter in such a way as to persuade them easily to change their allegiance. After meeting in the church and taking the oath as citizens, they selected their officials from their own number and then went to the fort, pulled down the British flag, and hoisted the flag of Virginia.

In many ways Father Gibault rendered valuable service to the American cause. He furnished a considerable amount of goods and money to Colonel Clark's army when there was no chance to get them from the Colonial Government. He never was repaid. Gibault, Vigo, and Clark were all examples of an ungrateful republic — no one of them was rewarded during his life time for the wonderful service rendered the American people. Gibault died about 1800, very much broken in spirit because of neglect.

Colonel Clark said of Gibault: "From things that I had learned, I had some reason to suspect that Mr. Gibault, the priest, was inclined to the American interests previous to our arrival in the country. He had great influence over the people at this period, and Post Vincennes was under his jurisdiction. I made no doubt of his integrity to me."

Judge John Law, an early Illinoisian, said of him: "Next to Clark and Francois Vigo, the United States are [sic] indebted more to Father Gibault for the accession of the states comprised in what was the original Northwest Territory than to any other man."

From the very first, priests accompanied the soldiers, traders, and settlers as they went up and down the Mis-



Father Gibault

as well as valuable furs, and made personal contact with the Indians. They played an important part in the early development of America.

Gibault — The Priest

The next hero I shall mention is Father Pierre Gibault, the priest of Catholic churches at Kaskaskia, Cahokia, and Vincennes and vicar general of the Illinois country appointed from Quebec.

The most far reaching event that has taken place in Southern Illinois was the successful expedition of Colonel George Rogers Clark, which resulted in the capture of Kaskaskia and Vincennes from the British and the securing of the Northwest Territory for the American nation. The one hundred and fiftieth anniversary of this important military campaign was celebrated in 1938.

sissippi valley locating here and there. They brought the benefits of the Christian religion to both the Indians and the white people. Without their moral training the people would have lacked both in church and state those finer qualities of unselfish character that marked many of the early settlers. Of these, none did more in behalf of his church and his native and his adopted countries than Father Gibault.

The Sante Fe Settlers

Beginning at a point on the Mississippi River about twenty-five miles northwest of Cairo where the Southern Illinois hills meet the river delta, and extending south along the river, are six 400-acre tracts of land, sometimes called the Spanish Claims. At the north end of these lies the town of Santa Fe, now called Fayville.

Upon these lands settled the families of Joshua, Abra-



Darius B. Holbrook.

ham, and Thomas Flannery, John McElmurry, and Joseph Standlee. They established there a "Station Fort," which became known as McElmurry's Station, and they were in the list of 114 "heads of families," who were entitled to land grants of four hundred acres each for having settled in Illinois territory prior to 1788.

Just when these settlements were first made is not definitely known, but certainly prior to September 3, 1783, the date of the treaty between Great Britain and the United States at the close of the Revolutionary War, as our government was required by the fifth article of the treaty to protect all settlers in country surrendered by the British who had not taken up arms against it. The settlements may have been made prior

to the treaty of February 10, 1763, when France surrendered the Illinois Country to Great Britain. Or it may have been during a temporary Spanish occupancy, when Spain was in control of the lands west of the Mississippi River and boundary lines often were crossed and recrossed by rival nations in their conquest of territory.

The acts of Congress of March 3, 1791, and of March 26, 1804, prescribed the method of acquiring title to such lands. The quantity of land to be claimed was limited to four hundred acres and claimants were required to prove actual occupancy and cultivation. A land office was established at Kaskaskia, where evidence was presented, claims allowed or disallowed by duly appointed land commissioners, and reports made to Congress for confirmation or modification. Only the aforesaid six claims were allowed within the present bounds of Alexander County, but nearly all the rest of such claims are found in Southern Illinois counties.

These early settlers were the pioneers — the frontiersmen — who pushed back the foes of an advancing civilization. They fought the Indian savages, cut down the forests, opened roads, discovered the natural resources, built forts, and established homes and churches. Following the early trappers, adventurers, and missionary priests, the pioneers built permanently the foundations of a Christian civilization that has shown a remarkable growth and development and made Illinois the wonderful State that it is today.

Todd — The Ruler

When the territory north and west of the Ohio River, in 1778, by an act of the Virginia legislature, was organized into a district county to be known as the Illinois County, it was necessary to provide a suitable government therefor. The Governor of Virginia, Patrick Henry, selected John Todd, lately a judge at Harrodsburg, Kentucky, to be the lieutenant-commandant, who thus became the first American civil ruler in Illinois.

John Todd, a native of Pennsylvania, was educated in Virginia, practiced law in Kentucky, and then became the American governor of a territory out of which was formed five great States, Ohio, Indiana, Illinois, Michigan, and Wisconsin. He first came to Illinois as a soldier under General George Rogers Clark in his memorable campaign against Kaskaskia and Vincennes, and later was commissioned its county lieutenant.

As such county lieutenant his first duty was to institute and establish the principles of English law and government in the new territory. He was given definite instructions by Governor Henry as to his duties. Some of them briefly stated are as follows:

Cultivate and conciliate the affections of the French and Indians.

Consult and advise with the most intelligent and upright persons who might fall in his way.

Co-operate with the military authorities in defense of the country.

Inculcate in the people the value of liberty and the difference between free citizenry and slavery.

Remove grievances that obstruct the happiness and prosperity of the country.

Someone has summarized these instructions as follows: "Conciliation of the newly enfranchised inhabitants, selection of competent advisers, defense against foreign

and native enemies, subordination of the military to the civil arm of the government, establishment of republican institutions, administration of equal justice to all, an alliance with friendly neighbors, encouragement of trade, and the unwearied ability, diligence, and zeal in behalf of his people." This summary well could be applied to our present day government.

On May 12, 1779, at Kaskaskia, John Todd was duly introduced by General Clark as county-lieutenant, before a great gathering of French, Indians, and soldiers. Todd made a short speech, giving an outline of the proposed government and the duties and privileges of the people thereunder.

In his governing capacity, Todd established courts and provided for a militia. He studied the financial situation and provided a sort of land bank system, which issued paper money. He considered the land grants and on June 15, 1779, Colonel Todd, by proclamation, forbade further settlement of flat lands on the Ohio, Wabash, Illinois, and Mississippi rivers until further notice, and ordered each settler to present for record the source of his land title.

After a couple of years at his post at Kaskaskia as lieutenant-commandant, Todd returned to Kentucky and was a delegate to the Virginia legislature in 1780. While there he secured state aid from Virginia for the founding of the Transylvania University at Lexington, Kentucky, the first college west of the Alleghanies. He was killed, in 1782, in an engagement with the Indians at Blue Lick Springs, Kentucky.

John Todd laid a splendid foundation for civil law and sought to enforce it.

Holbrook — Community Builder

The early attempts to establish a city at the mouth of the Ohio largely originated in Kaskaskia. It was not, however, until 1853, that the City of Cairo was finally platted, the first lots sold and the city, as we see it today, permanently located.

On January 9, 1818, Governor Shadrach Bond and associates incorporated the City and Bank of Cairo and secured title to various tracts of land at or near the mouth of the Ohio River. A plat or map was made showing the layout of a city and the name Cairo was given to it. Nothing definite ever came of this effort and Cairo at that time amounted simply to a landing place or wood-yard for the steamboats with an occasional trading boat stopping there for a time. There was no permanent settlement.

In 1835, Darius B. Holbrook, a native of Massachusetts but then a citizen of New York, came to Vandalia, the capital of Illinois, where he met Sidney Breese, then prominent in Illinois affairs and who afterwards at different times served as United States senator and justice of the Illinois Supreme Court. Breese was formerly of Kaskaskia and conversant with the prior plans of establishing the City of Cairo and also was very much awake to the proposition of establishing a railroad extending north and south through the central part of Illinois. It is said that Breese was the real originator of the Illinois Central Railroad Company. He had the keen vision of a statesman and the logical powers of a jurist, but lacked the executive ability of a businessman. He was very much taken with Holbrook, who was trying to establish certain manufacturing corporations in Illinois. Together, they discussed the matter

and at the suggestion of Holbrook it was decided to incorporate these projects, build the railroad, and establish the city. Breese, generally, handled the legislative end of the matter while Holbrook became the executive officer.

On January 16, 1836, the first Illinois Central Railroad was incorporated. Shortly thereafter, the Illinois Exporting Company was likewise incorporated, followed by the incorporation on May 4, 1837, of the Cairo City and Canal Company. These were allied corporations formed with the same group of men as their principal promoters. In all of these companies Holbrook appears as an incorporator and an officer. His efforts in promoting these enterprises continued for the next fifteen years. The best years of his life were devoted to these projects. He made trips in their behalf to the legislatures of Illinois at Vandalia and Springfield. He appeared before Congress at Washington, interested financiers of Philadelphia, New York, and London in his projects, and succeeded in arousing a great deal of interest in the City of Cairo at that time.

Although ably assisted by others, Holbrook proved the leader in permanently and definitely locating the present City of Cairo and became its most active citizen of that period.

The Illinois Central Railroad project and the City of Cairo were developed together, and in every one of the recorded transactions, whether with the corporations, the State, or the National government, it was expressly provided that the southern terminus of the Illinois Central Railroad Company should be located at or near the City of Cairo. Holbrook never wavered from that position and Breese backed him up.

The failure of the city plan was due to the fact that the old Cairo City and Canal Company held exclusive title to property and would do nothing more than lease a lot or tract therein. There were perhaps a couple of thousand persons located at this point at that time, but they regarded themselves largely as transients without ownership. When the financial difficulties occurred prior to 1850, the old corporation went down. The railroad had a ten-acre tract of land at that time in the City of Cairo. It had also constructed a dump for its track for twenty-three miles north from Cairo, as well as having done work in other parts of the state. A bridge was partially constructed over Cache River. All these were abandoned and the interest of the railroad company therein turned over to the State of Illinois. Then followed the land grant of the Act of 1850, and the incorporation of the new Illinois Central Railroad Company to which were turned over the former holdings of the first railroad company. This was duly incorporated in the act of the Illinois General Assembly chartering the present railroad company.

In 1853, the City of Cairo became located permanently and the present Illinois Central Railroad actually was constructed thereto. A real era of prosperity began. Although Holbrook had parted with all of his interests in the city and the railroad at that time, he lived long enough to see his cherished plan become a reality and both the city and the railroad become factors in the growth and development of Illinois.

After leaving Illinois, Holbrook returned to New York, where he was associated with Cyrus W. Field in the laying of the first Atlantic cable. He died in

New York City a few years later on January 22, 1858.

Perhaps to few men have been given the privilege of being so largely instrumental in the building up of a community as was Darius B. Holbrook in the permanent establishment of the City of Cairo. He is known now to but few people of the section. Perhaps the only mark to his memory consists of one prominent residence street in the City of Cairo which was named for him—Holbrook Avenue.

We are living in the midst of the era of city development which followed the long period when Illinois was considered largely a farming state and the great majority of its citizens lived in rural communities. To such men as Holbrook, certain strategic points already

had become in their minds the cities of the future, and the dream city of his life was Cairo.

This, briefly, is the story of some of the men who played an important part in Southern Illinois. It simply touches a few spots of historic interest in the lives of each, but it gives you an index of their varied characters and work. The deeds performed by them are still bearing fruit and the people of this generation owe each of them a debt of gratitude. It is fitting, then, that we should bring them out of the past and for a few moments again pay tribute to them and their achievements. Though not the most noted of Southern Illinois heroes, yet they were all worthy to be ranked as real heroes.

Horseshoe Lake

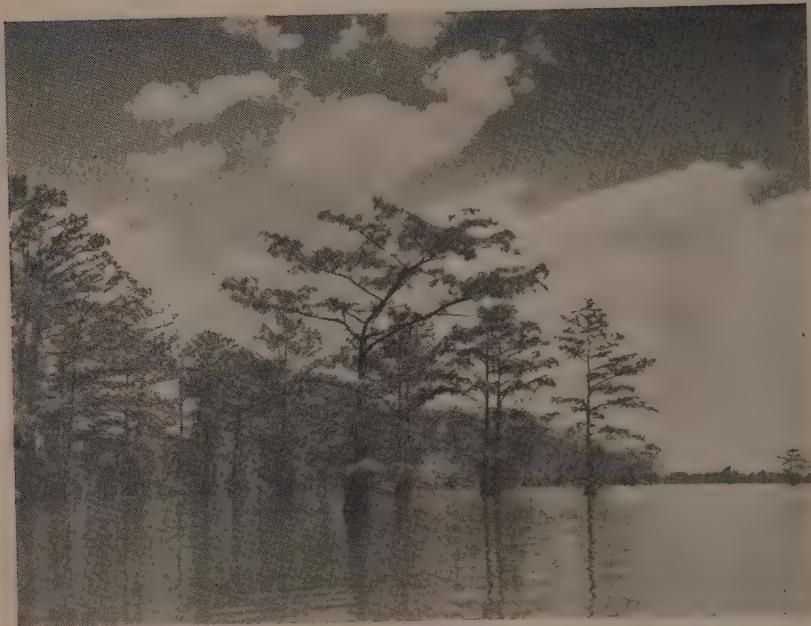


Photo by Horrell Studio, Anna

Aged cypress trees
Bare shameless knees
In shadow-hidden places;
In root-tangled mass
A hidden black bass
'Neath rippling wake races.

O'er lake-mirrored sky—
Wild canaries fly
Like wee willow leaves awing;
A ladder of light
Intercepts their flight
Winged sunlight shimmering.

Soft spring winds blow
White dogwood snow
And flaunt Sweet William's perfume;
The redbuds spread
Their purplish red
While the woods run riot with bloom.

The redbird's awing
And wildly does sing
Gone is his winter's heartbreak—
Springtime is here—
Fishin' time is here
In Egypt at Horseshoe Lake.



Outdoor Joys in Egypt

Upper left—Bathers, Lake Glendale. Upper right—Fish catch Twin Springs Lake Country Club, Anna. Left, Glenn McIntire; right, Dale Denny. (Photo by Horrell Studio, Anna). Insert—Bathing girls, Benton beach. Center left—Mrs. Lewis Ent, Cairo, on American Yankee. Center right—Pounds Hollow Lake. (Photo by Horrell Studio, Anna). Lower left—Dad and the boys, on top of Williams Hill. (Photo by Dean Hill, Harrisburg). Lower right—Rustic walk, Lake Glendale.

A Bank with a Hobby

By KATHARINE QUICK GRIFFITH

It might be called "Hobby-bank lobby." Visitors come to see the large collection of historic documents on display.

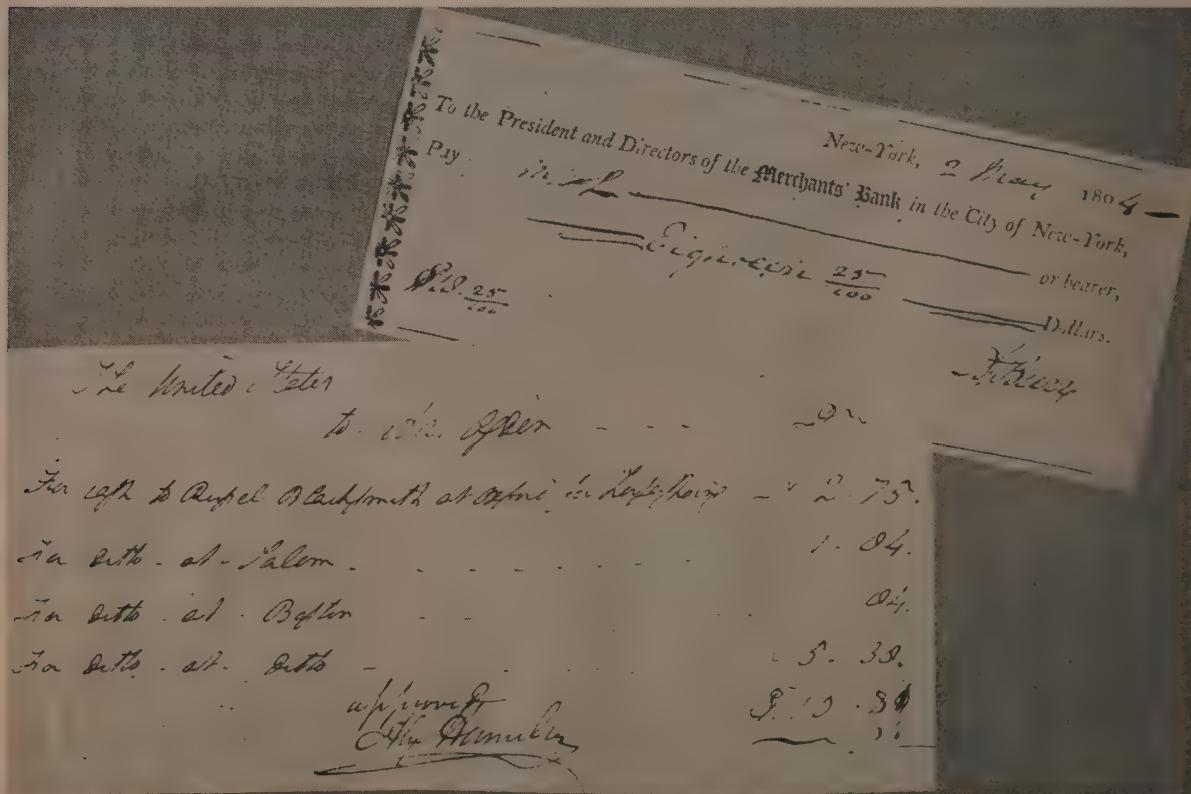
A BANK with a hobby—a bank with a museum! Service is rapidly becoming a necessary factor in the operating of businesses, but those institutions that offer some service to the community which is unnecessary from a strictly business standpoint are the leaders of their types of business. The day of the cold-blooded soulless corporation is going—and going rapidly. Man has discovered that there is something to work for besides financial gain. Business has discovered that souls rate as assets, that service—community service—builds goodwill, that the joy of service far exceeds the joy of profit.

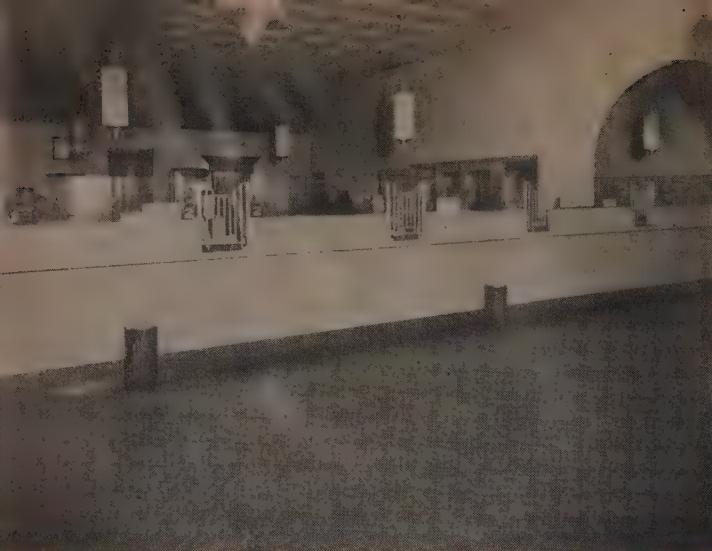
R. H. "Pat" Havens, executive vice-president of the Bank of Benton, Benton, Illinois, encouraged and abetted by the bank president, Fred G. Harrison, has made the Bank of Benton known from New York to San Francisco. Size necessarily does not mean fame. The Bank of Benton cannot rank in size along with the Chase National

Bank of New York or the Continental Illinois National of Chicago, but there are some things the Bank of Benton has that larger banks do not—and among these is—a hobby.

On the north wall of the bank lobby are three plush lined unbreakable glass cases in which the visitor may see some most precious and rare documents.

Items of special interest in the collection are: a check for eighteen dollars and twenty-five cents drawn by Aaron Burr; another for two hundred dollars signed by James A. Garfield; an expense account of Alexander Hamilton; the reply by William McKinley to a request for an autograph; a proof of publication signed by Warren G. Harding; and a number of letters signed by such notables as Theodore Roosevelt, Grover Cleveland, William Howard Taft, Ulysses S. Grant, and Woodrow Wilson; two pension commissions signed by Rutherford B. Hayes and Benjamin Harrison; and an appointment





Lobby, Bank of Benton.



Bank vault and door.

from Abraham Lincoln. The papers range in dates from a receipt for seven gills of whiskey on June 13, 1794, signed by William Henry Harrison, to a letter from Calvin Coolidge under date of February 25, 1932.

Among the interesting land patents in the bank's collection are those issued to: William Bonnell, of Cahaba, Alabama, November 16, 1830, signed by Andrew Jackson; William Hatchet of Franklin County, Illinois, land office at Shawneetown, 160 acres, March 1, 1855, signed by Franklin Pierce; and Sarah E. Blaine and Andrew Carothers, of Cahaba, Alabama, "tenants in common and not joint tenants," July 10, 1826, signed by John Quincy Adams.

There is a clearance of title paper that goes into many details: "In consideration of military service of Cabb White (a soldier for the war), John Kind (a soldier for three years) and William Moseley (a major for the seventh year of his service) to the United States, in the Virginia line on Continental Establishment and in pursuance of an Act of Congress of the United States passed on the 10th day of August, 1790, instituted 'An Act to enable the Officers and Soldiers of the Virginia Line on Continental Establishment, to obtain titles to certain lands lying northwest of the River Ohio, between the Little Miami and Sciota'; and another Act of the

said Congress, passed on the 9th day of June, in the year 1794, amendatory to the said Act, there is granted by the said United States unto George McCredie . . . a certain tract of land, containing one thousand acres—situate between the Little Miami and Sciota Rivers, northwest of the River Ohio, as by survey, bearing date the twentieth day of December, in the year one thousand seven hundred and ninety-four (1794) and bounded and described as follows"

Following the description of the land is a minute detailed explanation of the transfers of the parcels of land to different soldiers, assigned to one and another and finally to Geo. McCredie. Below the phrase "Clearance of Title for Geo. McCredie" are the signatures: Philadelphia.....John Adams, Pres. Mch. 31, 1800..Timothy Pickering, Sec. of State Year of Independence of the United States of America, the 24th.

The wording of the boundary description is most quaint, as, so many "poles" from a certain "two buckeyes," so many degrees to "three buckeyes and an elm," etc., and crossing of a "Beaver run," back so many "poles" to the place of beginning.

There are two interesting examples of ship's papers in the bank's collection. One, dated June 29, 1809, for

Directors' room.



Exterior of Building.



the Ship Projector of New York, gives the ship's specifications as "Eliza Smith, master; 233 tons; 1 gun mounted; navigated with thirteen men; belonging to citizens of the United States." The paper is signed by James Madison, President; T. Smith, Secretary of State; and David Gelitor, Collector. Across the top of the document, above very ornate lettering, is a steel engraving of a sailing ship in the Port of New York. The top margin has been cut away in two large scallops for cancellation.

The other ship's paper, signed by George Washington, goes into more detail.

A large room in the rear of the north half of the bank's building is open to the public for group meetings. Men's and women's rooms and safe deposit booths are accessible. Large comfortable chairs, a desk, a directors' table and good lighting make the room inviting for committee meetings and small business gatherings. Here too, the museum continues with many beautiful enlarged pictures on the walls, of waterfowl, animals, and Illinois scenes.

Ultramodern in other details besides its building, the bank uses every new accounting device available. Signature cards are filed alphabetically on a cardineer, the first in Southern Illinois. This is a wheel arrangement, which revolves like a Ferris wheel. The cards may be lifted out, like taking out a section of a wheel rim, and placed in a tray made for the purpose, so that any portion of the alphabet may be used as desired. Cardineers, made in different sizes, were invented for

Private Office. Fred G. Harrison, president, left; R. H. Havens, executive vice-president, right. Hundreds of photographs are hung on the wall, among them, those of President Truman, Herbert Hoover, Governor Green, Father Flanagan, Governor Dewey, Senator Lucas, Frank Thompson, Henry Ford. The photographs on desk are of "Bud" Havens, A. M. M. 2/c, U. S. Navy, and Rita Havens, Storekeeper 2/c, U. S. Navy.



First bank auto deposit window in Illinois

industrial firms. It was Fred Harrison's bright idea to use an extra large one for the bank's signature card file. It has a 7200 card capacity. The box that supports the wheel is on rollers and can be pushed easily into the vault.

Another gadget of great importance, in preserving records, in these days of paper scarcity, is the Recordak. This is a machine that microfilms and records every check and important paper that goes through the bank. Because of this machine, the bank uses the simple single



It Is Interesting!
JACOBS-LANE COMPANY'S
 Radio Program
"THE TELEPHONE QUIZ"
 Aired on W.J.P.F. at 6:45 P.M.
 Monday thru Friday
 Can You Remember To Answer
 "JACOBS-LANE JEWELERS"

23 YEARS
Dependable Service
for Electric Motors

We repair and rewind all types and sizes of motors. Make the parts for your machines when we cannot buy them.

SCHREIER ELECTRIC CO.
 1508 East Main St. Tel. 172
 WEST FRANKFORT, ILLINOIS



Geo. L. Mesker & Co.

Evansville, Ind.

Structural Steel
 FOR ALL TYPES OF BUILDINGS
 STANDARD SECTIONAL
 PREFABRICATED STEEL BUILDINGS

posting method. At the end of each month every customer's statement is photographed, then given to the customer. The film is the bank's record. The Recordak also reflects back, magnified, any portion of a record wanted.

The bank has had ordered for some time three Burroughs teller's machines, which will eliminate the use of pass books. One bank in Chicago now uses them and as usual, the Bank of Benton pioneers in Egypt. These machines "validate" deposits for the bank's benefit, maintain a total of "cash in" and "cash out" items, and produce a registered printed receipt for the depositor.

The present personnel assumed charge September 15, 1939, in the Wood building under the guidance of Fred G. Harrison as president, and R. H. "Pat" Havens as cashier. Later, in recognition of faithful service, Arlie Murphy was promoted to cashier and Havens to executive vice-president. In the spring of 1941, the organization erected its own building in the northwest corner, just a sneeze off the square. In the modernistic new building is the first bank auto deposit window in the State of Illinois. The after-hours depository is conveniently placed near the auto window. All the large windows of the building are of glass block. The interior, with its knotty pine paneling, fluorescent lighting, and archways, gives one a sense of spaciousness.

The growth of the Bank of Benton has been rapid, reflected both in numbers of depositors and in its financial statement. It serves a large growing community. By keeping so thoroughly up-to-date with operating machines, much time is saved and excess help eliminated. The present capacity of five hundred safe deposit boxes is soon to be increased to one thousand.

This summer, further improvements in the lobby are to be made. A sort of storm door in-doors, in the form of a glass vestibule, will incorporate some new ideas in architecture with glass. The bank is air-cooled. Sound-proof ceilings also are to be added.

The officers of the bank, Fred G. Harrison, president; R. H. Havens, executive vice-president; John R. Foster, vice-president; Vern V. Jones, vice-president; Arlie Murphy, cashier; Marguerite Payne, assistant cashier; and Dr. W. A. McKee, director, were hosts on October 25, 1944, for the meeting of Group 10 of the Illinois Bankers Association. They entertained 287 association guests, giving them an afternoon meeting at the Capitol Theatre and a banquet in the evening at the Benton Country Club.

Fred Harrison and "Pat" Havens both take great pride in the organization's achievements. Each in his modest way insists the chief credit belongs to the other.

Be that as it may, the facts speak for themselves. The bank's building and accessories, its pioneering in progress, and its friendly co-operative spirit have all contributed toward making it a success and the pride of Egypt.

Please send change of address to EGYPTIAN KEY, Carbondale, Illinois, giving your old address together with your new address. Copies of the KEY mailed to your old address will not be forwarded by the Post Office unless extra postage is sent to the Post Office by the subscriber. Be sure of getting your magazines promptly and save the extra expense by notifying the EGYPTIAN KEY.

Varsity & Rodgers Theatres

Carbondale, Illinois



Rodgers & Yale Theatres

Anna, Illinois



Gem & Rodgers Theatres

Cairo, Illinois

*Over a Half Century of
Satisfactory Service*

THE CONSOLIDATED COAL COMPANY

RAILWAY EXCHANGE BUILDING

Saint Louis, Mo.

Chicago

Davenport

Buckhorn Coal - Lake Creek Coal - Jeffco Coal

Southern Illinois Grade A



Serve Springfield, Decatur, Carbondale, Cape Girardeau, Evansville and all points of Southern Illinois.

Headquarters—Carbondale, Illinois

Earl Throgmorton, Pres. & Gen. Mgr.



3½ Miles East of Carbondale and
1000 Feet South of Route 13



Crab Orchard Court

18 Modern Steam Heated
Apartments

Boating

Fishing

Swimming

Fine Bass Fishing

Duck Hunting

PHONE 22F4

Learn to Fly!

Carbondale's new airport now open. Inquire about club membership and flying lesson rates.

All kinds of airplane service—tie-down and overnight storage—10 plane T hanger—large modern repair shop—wash-rack for washing both planes and motors.

Walter Hottis, CAA—A & E mechanic in charge.

Mobil oil Products

Restaurant - Rest Rooms - Showers

Chartered Trips

25 cents per mile air distance one way—one passenger
30 cents per mile air distance one way—two passenger
\$15 for overnight waiting.

"Come on, let's go, any place this side of Tokyo."

CARBONDALE AIRPORT

One-fourth mile east of Wall & Elizabeth Streets.
East side of Carbondale

J. F. McCoy and Harry Herring, Proprietors

Egyptian Flying Service

1 Piper Cruiser - 3 Piper Trainers -
1 Travelaire-model E 4000



you just can't
help being a
"Legs-ibitionist"
in
Prim
Hosiery

model molded

You needn't be a Pin-up Girl
to have beautiful legs! Prim shadow
sheer hosiery sheathe your legs
in loveliness . . . are Model Molded
to fit and flatter!

McLAREN COAL COMPANY

Genuine Carterville Coal

McLaren Fuel Company

Sizing Plant

Crab Orchard Coals

Marion, Illinois

A. B. McLAREN

W. S. McLAREN

EGYPT'S

Leading Outfitters for Men

ESTABLISHED 1884

We furnish the men of Southern Illinois with good, dependable merchandise. Hart, Schaffner & Marx and Wolcrest Clothes, Arrow Shirts and Neckwear, Florsheim and Jarman Shoes, Interwoven Hose, McGregor Knitwear and other leading lines.

J. V. Walker & Sons, Inc.

HERRIN - CARBONDALE - MARION
CARTERVILLE - WEST FRANKFORT
MOUNT VERNON - BENTON
DU QUOIN

WALK ER' DRIVE TO WALKER'S

Support the 7th War Bond Drive

Egyptian Starlight

V. - S. Kenosha Sessions

An Egyptian who has spent her life working among those who have not had always the opportunities to become useful citizens.

SINCE she made the suggestion that interesting articles might be written for the KEY about persons who have attained prominence and who attended, in their childhood, little old Nimmo School, in the country east of Anna, Illinois, let us begin with S. Kenosha Sessions. Doctor Sessions, she is to the world at

large and she won't let us tell what the S stands for. "It makes my name sound stranger than ever."

Kenosha, an Indian word, is the musical name given on March 23, 1862, to the youngest child and only girl of a family of five. The parents, Richard W. and Mary Ann House Sessions, reared their family

on a farm on the Vienna Road two miles out of Anna. Kenosha Sessions' father was in the grain business, operating warehouses at Sessions' Landing near Grand Tower on the Mississippi River.

It was an all day trip and a great treat to the children to be taken over Dug Hill and down the river road to

Dr. Kenosha Sessions, in front of chapel, Indiana Girls School, Clermont, Indiana.



the warehouse.

"Father was from North Carolina and mother from Tennessee. They were a rather Quakerish type of Presbyterians. I had four brothers. They also had strange names, Oscar Vance, Orrel Jay, Ewing Adolphus, and Ambrose Ney. They make a rhyme." The last of the four died recently and left a bequest of \$100,000 to the city of Anna for a city

hospital and equipment.

"I went to old Nimmo School until I was eleven and then, because they thought I wasn't doing too well and the opportunity came to send me with neighbors, I went to the convent school at Cape Girardeau, for a year. I was homesick and unhappy there and finished my schooling at old Union Academy at Anna. Later I went to Kirkwood Seminary,

in Missouri, the school that moved and became Forest Park University."

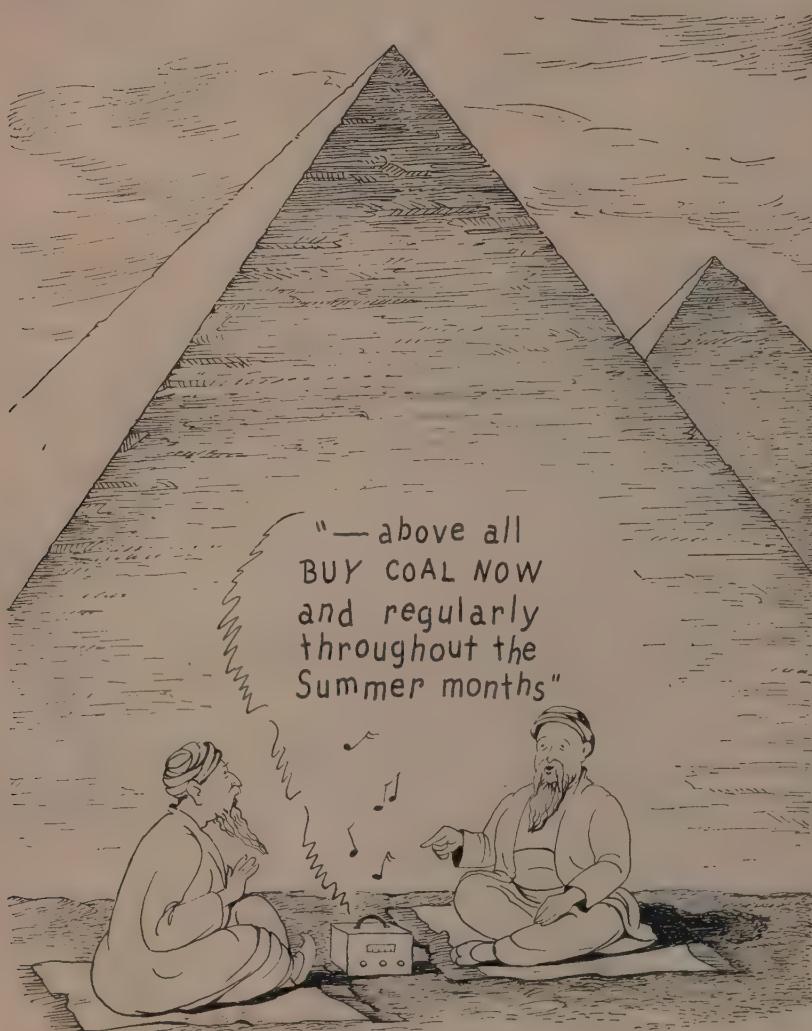
Kenosha Sessions also attended Bryant-Stratton Business College at Chicago and took her medical work at Northwestern University. She smiled as she remarked, "And I returned to teach in all the schools I attended except the convent." Forest Park conferred an honorary Master of Arts degree upon her and the Alumni Association of Northwestern University presented her with an award of merit: "In recognition of worthy achievement which has reflected credit upon Northwestern University and each of her alumni. Given at Evanston, May 8, 1940."

Following those years of acquiring an education and passing it on to others, Doctor Sessions took charge of the *Chicago Daily News* Sanatorium for sick babies (1894); then was in private practice in California and Indiana, 1894-97; served as assistant physician in charge of the department for women, Evansville State Hospital, 1897-1909; again engaged in private practice, Anna, 1909-11; and became superintendent of the Indiana Girls School, Clermont, Indiana, in 1911.

Doctor Sessions is a member of American Welfare Association, National Confederation Social Workers, Child Welfare League, National Confederation Juvenile Agencies, International Mental Hygiene Congress, and American Association University Women.

From a small girls' reformatory, Doctor Sessions saw the Indiana Girls School grow until now there are twelve fine buildings on the campus: ten residence cottages, a hospital, and a beautiful chapel. It is of that chapel that she likes to talk. In 1940, the board told her she could have the chapel the way she wanted it. Without interference, she planned the colonial building to house a chapel on the main floor with a simple churchly elegance, and an entertainment room in the basement for picture shows and general gatherings.

"One of my girls said to me the day of the dedication, 'This is the first real church I ever was in. Something happened inside me. I can never be the same girl again.' The ministers of Indianapolis have always taken turns coming out to Clermont to hold our religious services. Of course, they too, took great pride



"—if the efendi would utter even greater words of wisdom
he would add: Be sure the coal is Washed Sahara!"

SAHARA COAL COMPANY • Chicago • St. Louis • Minneapolis

in our new chapel. We had a vested choir and it meant a lot to the girls to get to sing in it. The building, of brick and stone exterior, with a cream and mahogany interior, stands in the center of the rolling campus."

Doctor Sessions also likes to talk of "my girls," particularly those who have made good in some distinc-

tive way, as two have done in the field of art. She proudly displayed a picture of the children of one of her girls who is married and who makes her home in Michigan.

"You can't look at that and tell me our efforts at Clermont don't bear fruit," exclaimed Doctor Sessions. "Those youngsters are being properly brought up with all the care and

training possible. I *know* delinquent children can be reclaimed and made into fine citizens."

Having made this work her mission in life, Doctor Kenosha Sessions has now retired at the age of eighty-three. At her home, 102 East Spring Street, Anna, she enjoys her large yard, visits with old friends, and just "luxuriates."

Interior of chapel, Indiana Girls School, Clermont, Indiana.



Dawn of a Summer's Day

By J. O. GIBBS

Among the stalks of waving corn,
The dewy breeze of coming morn
Lingered to stroke the silken hair
And left a jewel hanging there.
In eastern sky a silver arc
Had gently crowded back the dark
And left a screen of azure blue
Pierced by sunbeams peeping through.

A glowing sun slipped into sight
And spread the warmth of full delight.
The transformation was complete.
Upon my hilltops lone retreat
I bowed my head in humble awe
And offered thanks for what I saw;
The Great Creator smile away
The dark, and leave a sunny day.

From Pick to Palette

By CURTIS HISE

An Egyptian coal miner who, for more than a decade, has been giving the world a regional art.

The Coal Miner,
by Vachel Davis.



OUT on Poverty Row within a horizon of shadows and smoke of the coal mines, a man dreamed of a world of art, a land of reality, a country in which even a coal miner could go beyond his small community. That man was Vachel Davis.

Born in the mining town of Eldorado, Illinois, on the

Artist John Steuart Curry, left, and Vachel Davis in Curry's studio on the campus, University of Wisconsin.



fringe of the Ozark Mountains, young Vachel had the nomadic impulse for a trip through the world of art, yet this young artist could not leave his fellow coal miners. He decided then that his greatest inspiration could come only from those same miners. That Vachel Davis should paint the coal miner is but right. His ancestors were miners, his father was one. He knew the coal miners; he was one himself; he lived among them; in fact they were the only people he did know.

Beginning in early life, after the death of his father, young Vachel worked for fourteen years at the O'Gara coal mine in Eldorado. Practically self taught, his first art work can be traced back to the days when Davis would sketch his fellow miners during lapses in work. These informal sketches were so well received that when the company began a safety campaign in 1928, he was asked to do cartoons illustrating mine hazards.

With the few dollars he had saved, he left that summer to go to Detroit for a three months' art training course. Upon his return to Eldorado, he was asked to do eleven posters for a coal company in Utah. From then on, the orders for cartoons and posters grew so fast that Vachel Davis has been painting for a living ever since.

In time a studio was necessary. Davis added a 10 x 15 foot studio to the north side of his home. His skylighted workshop, with its north exposure, has its walls covered with framed photographs of many of the celebrities of our country. Photographs of Herbert Hoover, Edwin Markham, Abraham Lincoln are to be seen in the collection, most of which are autographed to Vachel Davis. On one wall hangs the photo of President Truman.

Davis was eighteen years old when he sold his first cartoon to the *United Mine Workers Journal*. Today, through his monthly sketch of "Miner Jim," a coal field philosopher, Davis has found a permanent position on the staff of the magazine. During the late twenties Davis' work could be seen floating throughout Southern Illinois.

The coal miner artist tells a very interesting story about one of his earliest cartoons. A story that is typical of so many struggling young cartoonists, but yet a story which proves that Vachel Davis had the untiring urge,

to paint the common man in his informal poses. The drawing was of a newspaper vendor of Eldorado, named Smith, who was known to everyone in Southern Illinois through his yearly summer trips to the various county fairs. Davis says he did the sketch and sent it to the *Harrisburg Register*, not realizing that it might appear in the next edition. In some way the *Register* found out that the cartoon was "by Vachel Davis," and that set the stage for a meeting of Smith and Davis. So it was, the next morning, Davis was met at the front walk by Fatty Smith, who was very angry about the caricature. Within a week, however, Smith asked the cartoonist to do another sketch because the publicity over the incident, he said, had sold for him over two hundred extra copies of the paper.

From the Minartis Studio, as Davis named it, came so many drawings of coal mining persons that in 1935, the Illinois Mining Institute gave Davis his first one man show at Springfield.

Studying the work of many contemporary painters, Davis has come, especially, under the influence of the Kansas artist, John Steuart Curry. Probably Vachel Davis' greatest work thus far is his widely exhibited painting, *The Coal Miner*, which he did in the studio of this great regionalist on the campus of the University of Wisconsin. It was at the request of Curry, himself, that Davis worked for several weeks at the University of Wisconsin. There has been from that time on a lot of Curry in Davis and the influence of the coal miner even can be seen in Curry.

In the summer of 1943, Secretary of Labor Frances Perkins asked the Eldorado artist to bring his painting of the coal miner to Washington for an exhibit in the main lobby of the Department of Labor. While the picture was in Washington, Davis received at his Minartis Studio telegrams and letters from prominent persons congratulating him on the honor he had received. Dr. David E. Finely, Director of the National Gallery of Art, in Washington, said of Davis, he "succeeded, not only in painting a fine, generalized type, but at the same time, in giving us a distinctive portrait of an individual American coal miner." Through Thomas Kennedy of the United Mine Workers, the painting was purchased by the International Board of the UMWA and appeared on the *UMWA Journal* of the month of the exhibit. The same painting is also the frontispiece for George Korson's book *Coal Dust on the Fiddle. The Coal Miner's Mother*, another painting by Davis now hangs in the Department of the Interior in Washington, D. C.

Davis' devoted interest towards the working man is shown not only in his paintings, but also in his interest in the poems of Edwin Markham.

Bowed by the weight of centuries he leans
Upon his hoe and gazes on the ground,
The emptiness of ages in his face
And on his back the burden of the world.

These lines from Edwin Markham's famous poem, *The Man with the Hoe*, so true to every coal miner's heart, inspired Vachel Davis so much, while he was reading it one day in his studio, that he left his easel to write Markham a letter telling him what a marvelous piece of work he had written. This letter from an obscure coal miner, buried in the hills of Southern Illinois, drew together Edwin Markham and Vachel Davis into a friendship that held fast until the great poet died. As

proof of this friendship there hangs on the walls of Minartis Studio a specially prepared copy of Markham's poem with the words, "For my friend the coal-miner painter, Vachel Davis. Best Wishes from Edwin Markham." Also there is an easel portrait inscribed with his devotion for the miner artist.

Davis stems back to his Irish great grandfather, Kelly, who fought in the Revolutionary War. The Irish strain is mingled with Welsh and Dutch. The Welsh is denoted by his name which originally was spelled



Artist Vachel Davis in his Minartis Studio, Eldorado.

Davies. His mother was related to that great cartoonist of Egypt, Elzie Segar, creator of Pop-Eye, the Sailor. It is interesting to note that the maternal grandfather of John Steuart Curry was John Steuart of Sparta, Illinois.

Vachel Davis certainly has gone a long way on the trip through the world of which he dreamed as a boy. A trip which has been full of work and turmoil. A trip in which he has come under the influence of many great persons. Davis has not mined coal for thirteen years, devoting all his time to his art work.

Today, Vachel Davis lives in Eldorado with his wife, Emma (Bennett), and his son Paul, hoping for the day when he can produce a regional art such as John Steuart Curry produced in Kansas. A true art of the area in which he lives—Southern Illinois. An art in which the coal mining people and their communities can become a reality.

Blossom Time in Egypt

By ETTA ROOT EDWARDS

It's blossom time in Egypt,
The robin sings at dawn,
The air is filled with perfume,
Soft petals strew the lawn.

The rocks and hills are calling,
Wild flowers bedeck the grass,
While orchards standing at salute
Inspire all those who pass.

Perfect in line and color,
Billowing row on row;
A charm is there which only those
In tune with life can know.

Apple and pear and peachbloom
Like tinted waves of the sea—
Yes, it's blossom time in Egypt
Enchanting you and me.

Curving Furrows

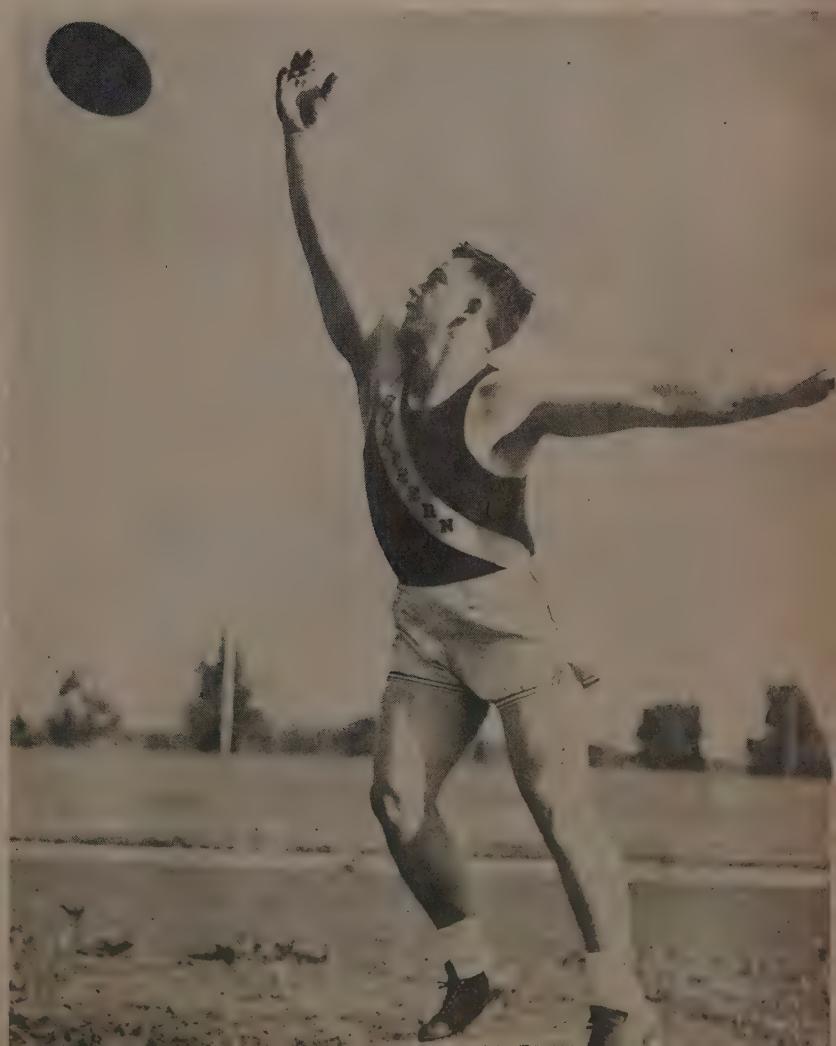
Photo by Horrell Studio, Anna



Egyptian Athletes in Action

Jean Ellen Hudgens, Carbondale, swimming in Crab Orchard Lake.

Left—Paul W. Moss, S. I. N. U., running the low hurdles. Right—Earl Robert, S. I. N. U., throwing the discus. (Photos by Sorgen, Marion).



Reminiscences of Rockwood

By LULU KELLY

WHEN I was twelve years old, my parents moved onto a farm in the Rockwood school district. The Mississippi River had left the town years before, cutting through a strip of land on the Missouri side, forming an island between Rockwood and the river. Only during high water could boats land at Rockwood, and when one did, it was quite an event.

There still were a half dozen or more business places on Water Street. The once renowned mill, then owned by John C. Clendenin, was still running most of the year. The flour was packed in barrels and stored until spring, when the boats came.

There was a cooper shop back of the mill where the barrels were made. This furnished a market for staves and hoop poles, brought in by farmers during the slack season. One of the then considered rich men of the town was Uncle Zeke Barber, so called by the numerous Barber clan, though he was only a cousin. Many others called him Uncle Zeke. A plain lovable man, friendly to all, never in a hurry, he was not engaged in any business, but he always had money to loan or with which to purchase land, when a bargain was to be had. He liked to walk and, when making his trips to the county courthouse, would lead his horse until near Chester, then mount and ride into town. It was rumored among his friends that Uncle Zeke had made his money gambling, on trips to New Orleans and St. Louis, embarking on the boats which stopped at the town then known as Liberty Landing.

Business men began to look for better locations when they realized the river never would return. It was

twenty-five years before a railroad was built through the town. Each year one or more families would move elsewhere.

About the time I finished school, this Barber family moved to Sparta, not because Uncle Zeke wished for a better town but to please his wife and two daughters, one of whom was teaching in Sparta.

After I began teaching, the Teachers Institute was held successively at Chester, Sparta, and Red Bud. When Institute, which lasted three weeks, was held at Sparta, the Rockwood teachers were entertained at least once in the Barber home.

After Mother Barber's death, the daughters were our hostesses. Uncle Zeke was getting old and had to be told who each guest was, as he remembered our parents much better than he did us. He always was glad to have anyone from Rockwood visit his home. One day, as dinner got underway, he began in his slow drawl: "I always like to be introduced to our guests. I was very much embarrassed once, because I had not been introduced to my hostess."

His daughters, scenting one of his oft told stories, promptly changed the subject. Uncle Zeke waited patiently until there was a lull in the conversation, then continued, and as we became interested, went on without an interruption: "Before the Civil War, when Liberty Landing was opposite Allen's Landing on the Missouri side, there was quite a lot of business carried on between the two landings. Allen's was a large bottom farm run by slave labor. The home and surrounding buildings resembled a small town.

"One day when I was there our business was not finished before noon and we were cordially invited for dinner. Everything was done by slaves and we were seated before Mrs. Allen came in and she seemed to know us all.

"During the meal she said: 'Pa, where is George today? I needed him and he couldn't be found.'

"'I sent him over to Liberty with a boatload of wheat for flour and other supplies,' he answered.

"'Oh, I wish you wouldn't do that,' she said, 'trust him with a boat and money. It isn't safe.'

"'Oh, I'd trust George with anything, he's an honest nigger. He will bring back every cent he wasn't told to spend,' replied Mr. Allen.

"'You never can tell,' she said, 'some day Squire Harry, Zeke Barber, or Ole Doc Vance will get hold of him and persuade him to take the boat and money and run away.'

"Imagine our embarrassment when Mr. Allen said: 'Why Mother, this gentleman is Mr. Barber.' I made the best of it, but I've always liked to know my guests ever since."

Ruins of the Rockwood Mill.

Photo by Howell Studio, Anna



We all laughed and, seeing our enjoyment of his story, Uncle Zeke continued.

"It was after the Fugitive Slave Law was passed, and traders were catching runaways, falsely claiming to be their masters and selling them down the river. We did have a band of Abolitionists in our town to help fugitives who crossed from Missouri. George usually was the boatman who brought them across the river. The first station of the Underground Railroad was Squire Harry's cellar. Most of our houses were built on the hillside, three stories fronting the river and two in the back. The Harry house was built across the upper street and almost against the rocky cliff just back of the brick Presbyterian Church. If the slave-catchers raided the town, the hunted could slip out of the back door and hide among the rocks until the raid was over. As the house was quite a distance from the river there was ample time to warn the runaway slaves.

"Squire Harry was a shoemaker and cobbler. His shop was wedged in between the house and the church. He mended what shoes the Negroes wore and furnished others when possible. The town fed them and Dr. Vance attended their sick needs. Some dark night, after the scare was over, a man on horseback would lead them, on foot, up Rocky Hollow road through Ebenezer school district to the Sam Gordon farm near the Jackson County line. The home was one of the finest in the country; the farm a fertile ridge bordered on each side by deep timbered 'hollers,' out west they would be called canyons. At the head of one of these hollows is a circular glade, surrounded by bluffs in which persons could live comfortable." The writer recalls once when our Sunday School had a picnic there, and a shower drove the crowd under the rocky shelter, the program went on as scheduled until the sun came out and dried the grass.

"There is a rock-walled spring, pouring out part of the head waters of Degognia Creek. This delightful spot had been used by early settlers for a tan-yard where skins of sheep, cattle, and deer were tanned for local cobblers and to be shipped to St. Louis, and New Orleans.

"This then was the second station on the trail to Canada, and freedom. The fugitives were fed from surrounding farms, then taken in due time in a farm wagon, covered to look like a load of produce, to Sparta, the third and last station in Randolph County. When one of these bands landed at Liberty Landing, George was in it. A month or so later he returned alone and asked to be set over the river. I took him to task, saying: 'See here George, what do you mean by coming back? We risked going to prison to help you get away. You know what your masters say, that you are better off with them than trying to make your own living. Why did you come back?'

"George replied: 'Massa Barber, it's this way, I'd shore like to be free, but I've always been there to set the pore slaves across the river, an' I kep' thinkin' what'll happen to the pore ole men and wimmen, even children, what will get caught coz there's no one to put them across an' I just had to come back. I've got a good massa and can stan' it.' So we set him across."

We thanked Uncle Zeke for his story and told him we would use it in our history classes. The daughters rose, much relieved. Uncle Zeke lit his pipe, and strolled out into the shaded yard where I presume he continued to reminisce.

E. Blankenship & Co.

Egypt's Largest Stock of Auto Parts

MARION
MURPHYSBORO
CARBONDALE
MT. VERNON
HARRISBURG
BENTON
CAIRO
VANDALIA

We Help Keep Them Rolling

WHY BUY WHEN WE SUPPLY?



RENT YOUR
TOWELS, APRONS, JACKETS,
TABLE LINENS, NAPKINS

We Are the Only Exclusive Towel and Linen Supply
House in Egypt

Selmier Peerless Towel Supply

Tried and True

Founded in 1872

**CLINE-VICK
DRUG STORES**

LOANS

FOR ANY PURPOSE

OFFICES IN

OFFICES IN
Centralia Marion
Harrisburg Murphysboro
Mt. Vernon Robinson

West Frankfort

LIMERICK FINANCE CORPORATION

Trees

By PHILIP FLORIO

"Woodman, spare that tree!
Touch not a single bough!
In youth it sheltered me,
And I'll protect it now."

Nestled in the heart of Hardin County there still stands one of the few remaining areas of virgin forest untouched by the greed of man, the saw and ax of commercial timber cutters. This area in the Ozark foothills of Southern Illinois contains some of the finest specimens of tulip (yellow) poplar and white oak trees to be found in Illinois. Growing from the floors of ravines and coves these giant monarchs of the forest raise their lofty heads on high to greet the life giving sun and rain.

Imagine, if you can, a chain of hills forming a horseshoe. Radiating from the inner circle of this horseshoe a series of ridges converges at the open end thus forming a series of ravines. From the floor of these ravines, up the slope, over the crest, and down the slope of the next cove grow these majestic trees.

Back in the early seventies, a son of old Erin, Joseph McGranahan, of Indianapolis, Indiana, bought this area. Why? Maybe he loved the forest, the trees, the wild flowers and shrubs that abound on all sides, Nature at her best. Anyway, he did not sell it during his life

Giant poplar 100 feet high and 40 inches in diameter.
John Morgan, left, and Philip Florio, Murphysboro.

time. His children grew to manhood and womanhood, to ripe old age. Some of them have answered the call and passed on to the Great Beyond.

The repeal of prohibition found hordes of men scouring the countryside for white oak timber to feed the hungry saws of the stave mills. It was in this way that I learned about this area of virgin timber. I went over it, once, twice, many times. I wanted it, wanted it so badly I could see it in my sleep, in my dreams. After long and costly trips to various cities, I finally bought it from the remaining heirs.

I came into possession of what I wanted, what I had dreamed of and desired. Now that I had it, what to do with it? I needed money, needed it badly, but every time I had a chance to sell it, I could not. I would, in some way, make out until the next year, and the next year, and so on. I haven't sold it because possibly like its previous owner, I, too, enjoy going through it now and then admiring Nature at her best, because like Joyce Kilmer—

"I think that I shall never see
A poem lovely as a tree,"
and because like Joyce Kilmer, I believe that,
"Poems are made by fools like me,
But only God can make a tree."

Morgan and Florio standing by giant
white oak, poplar in foreground.

Photos by Bob Riseling, J.



Most
for your
Money!



Burning Star

is a thrifty fuel for domestic use — and its excellent qualities for steam purposes make it an "all-star" performer in the plant.

•

You will be "thrifty," too, in the best sense of the word, if you buy

WAR BONDS

Truax-Traer COAL COMPANY

Shell Building
St. Louis, Mo.

Central 8515

L. D. 31

STARR BROS. CREAMERY CO.



MT. VERNON, ILLINOIS
CARLINVILLE, ILLINOIS

Thousands OF STOKER OWNERS HAVE A WARM SPOT FOR THE ORIENT TWINS



The superior qualities of these dependable twins of comfort, Orient Supertherm and Orient Airflow stoker, have won the enthusiastic approval of thousands of stoker owners. Cleanliness, velvety smooth feeding and instantaneous response to thermostatic regulation insure carefree, economical heating with these coals.



From Franklin County, Illinois

CHICAGO, WILMINGTON & FRANKLIN COAL CO.

332 SOUTH MICHIGAN AVENUE, CHICAGO 4, ILLINOIS

BRANCH SALES OFFICES: ST. LOUIS, OMAHA, MINNEAPOLIS.

The Burr House

By LILIAN BRATNEY GORDON

Drawings by ROSCOE MISSELHORN

THE two-story frame house at the corner of Hasle and College streets, in the eastern part of Sparta, Illinois, was built by Dick Boyle, a plasterer, about 1863.

Boyle not only did ordinary plaster work, but was an expert in plaster of Paris, making ornamental borders on the walls of rooms, centerpieces on ceilings, and ornaments over doors and windows. Many iron patterns for this Moorish fret work, made famous by Washington Irving in his *Sketch Book*, were left at this home when Boyle sold it to Robert Newton Bratney, of Preston, Illinois.

Upon his purchase of the Boyle house, Bratney retired from farming, and moved from his large farm one mile east of Preston, to Sparta. It was his custom to visit his farm each week, to look after the welfare of an aged aunt, Hannah Beattie, and her niece, Ellen Bratney. At this time he looked after the necessary matters pertaining to the operation of the farm.

A farmer by the name of Berger lived about a mile

east of the Bratney farm and desired to rent it. Bratney refused to rent to Berger, claiming he was a "drinking man and a Sabbath desecrator." It was necessary for Bratney to put Berger off the farm several times. Berger began a systematic war of terrorism, frightening the two women who lived on the farm by throwing gravel against the windows, scraping the weather boarding with heavy sticks, and even sneaking up on the porch, and violently throwing open the front door. The climax was the burning of the barn, at night, when Bratney was at the farm. Two horses, a buggy, farming implements, and a large quantity of feed and grain were destroyed.

In accordance with his regular custom, Bratney drove to his farm one Friday and on Saturday went to feed his horse. He saw Berger coming over the hill with a shotgun on his shoulder. Bratney, unarmed, fled but while climbing over a rail fence was shot, dying soon after he was lifted to the ground. The alarm given, a posse was soon formed and marched to Berger's home. Berger



died from a gunshot wound. One story says he stood on a shed, saw the posse approaching, and with a stick into which a nail had been driven, pulled the trigger and blew off his head. Another version relates that he was shot to death by the men of the posse. Most persons familiar with the affair credit the latter story.

A rough box was made quickly, his body dumped therein, and he was buried in a fence corner of his farm "without book or bell." The funeral of Robert N. Bratney was a real tribute to an upright religious man. The head of the funeral procession had reached the church before the last of the carriages had left the Bratney farm, a mile away.

As a sequel to the unfortunate death of Bratney, and as a result of the reign of terror preceding it, his aged aunt, Hannah Beattie, became ill and died in a few days.

On the Sunday following Bratney's death, while the writer was staying with Mrs. Bratney, in Sparta, a most unusual occurrence happened. While I was dressing, a white pigeon flew into the room and settled on the foot board of the bed. On my going down stairs and reporting what had occurred, my aunt said at once, "We will get word soon that Aunt Hannah is dead." Before eleven o'clock, a messenger came with the word that Aunt Hannah had died at nine o'clock—the very time the pigeon had flown into the room and while the church bells were ringing for Sunday School.

Since there were no children in the Bratney family, Mrs. Bratney, nee Burr, inherited the house. Upon her death, her nephew, Rufus Burr, received the property, which became known as the Burr home. It is now owned by Guy Davis.



Detail of doorway, Burr House.

Horrible Example

The pictures depict the horrible example of what can happen when the despoiling hand of ruthless industry is allowed to function. That beautiful virgin forest known as the Sensmeier Woods was allowed to be ruined through the inertia of the citizens of Egypt. Here can be seen the wreck of that once beautiful forest. The KEY publishes these pictures as a warning that we must not permit such a despoilation of our natural resources to take place again.



6

Electricians

Egypt's Largest Electrical Contractors
Motor Rewinding

BOYD'S

Electrical Supply Co.

PHONE 885

204 E. Main St.

Carbondale, Illinois

SUNSET MEMORIAL PARK, Inc.

The Cemetery Beautiful - Perpetual Care

2½ miles north of Du Quoin

G. W. Allen, Pres. Du Quoin, Ill.

Enriched GILSTER'S BEST and Featherlite Flour

For Better Baking

GILSTER MILLING CO.
STEELEVILLE, ILLINOIS

STATIONERY - FURNITURE
OFFICE & FILING SUPPLIES
PRINTING - LITHOGRAPHING



Skinner & Kennedy Stationery Co.

Office & Factory

416-418 North Fourth Street

Retail Store

500-502 North Fourth Street

ST. LOUIS 2, MO.

Telephone: Main 4910

Looking A

By

Herrin

Construction work has started on the new Norge plant of the Borg-Warner Corporation. When completed the plant will employ between five hundred and one thousand workers. It is expected to have the construction work far enough along to start production October 1, 1945. It is planned to center the laundry machine production of the Norge line at Herrin.

Carbondale

The Carbondale Airport is open and function. Flying lessons are given daily. Air-taxi service is offered, as well as storage, food, and mechanical service.

Cairo

The Cairo Library has rearranged a portion of its second floor so as to have an art gallery. Exhibits are displayed of various artists of the region. Visitors are welcome.

Mount Vernon

Priority permits have been obtained for the erection of fifty housing units at Mount Vernon.

Herrin

The Independent Casing Company opened for production July 1. About one hundred persons are employed. Extensive remodeling was done on the building the company occupies. Casings for meat products are made and sold to meat packers.

Southern Illinois Normal University

Dr. Chester F. Lay has announced the appointment of Dr. Eugene R. Fair as the first Dean of the College of Education at Southern. Dr. Fair formerly was a member of the faculty of the Mankato State Teachers College in Minnesota.

The new Dean of Men at Southern is Dr. Arthur John Ter Keurst, former holder of the same position at Western Illinois State Teachers College. Dr. Ter Keurst succeeds Professor E. G. Lentz, who held the deanship

L. OARD SITTER Auctioneer

Specializing in Real Estate, Pure Bred Livestock and General Farm Sales. Registered Real Estate Broker specializing in the sale of farms in Egypt.

Phone 170-W P. O. Box 5 Anna, Ill.

Hear Sitter every Sunday, 12 noon over WEBQ

h Egypt

ITH

at Southern for nearly ten years and who will continue his work in the history department, take on new assignments and research, and act as director of the Clint Clay Tilton Library of Lincoliniana and American history.

Dr. Monroe S. Carroll, new visiting Professor and Consultant of the College of Vocations and Professions at Southern, is Dean of the School of Business at Baylor University, Waco, Texas, a position he has held since 1932.

Dr. Charles D. Tenny, of the faculty of Southern, has been made head of the Art Department.

Mrs. Dorothea Swan has been named assistant professor of Art. Mrs. Swan holds the A. A. degree from Stephens College, the B. F. A. degree from the Art Institute of Chicago, and the M. A. degree from the University of Chicago.

Mount Carmel

Fifty new housing units are to be erected in Mount Carmel immediately. The necessary priorities have been obtained.

Murphysboro

A branch of the National Cooperage and Woodenware Co., of Peoria, Illinois, has been opened at Murphysboro. The plant will make staves, process all kinds of wood suitable for staves and for barrels for food products such as pickles, milk, molasses, and other liquid foods. About fifteen men are employed in the plant with from twenty-five to thirty-five cutting and hauling from the forests.

Salem

With the grant of the necessary priorities, Salem will erect at once thirty new housing units.

Carbondale

A cold storage plant to cost over \$100,000 is to be built at Carbondale by the Illinois Fruit Growers Exchange. The plant will have storage space for 60,000 bushels of apples or other fruit. All priorities have been approved and construction will start shortly. Completion of the building is planned for this year.

serving you

RETAIL LUMBER DEALER
as manufacturers
and jobbers of

WINDOWS SASH DOORS
FRAMES MILLWORK

L. J. KEITH & SON

FAIRFIELD, ILLINOIS

Phone 241

Give your

FUR COAT

the protection it deserves

Our modern fur storage vault gives you this protection.

A Complete Fur Service. Cleaning, Repairing and Storage.

**A-1
CLEANERS**

11 North Division - Du Quoin - Phone 472

Moffat Coal Company

Producers of

HIGH GRADE STEAM AND DOMESTIC
WASHED COAL

SPARTA, ILLINOIS

J. D. Moffat, Pres. & Treas.

J. D. Moffat, Jr., Vice-Pres. E. Moffat, Secretary

COBDEN MACHINE WORKS

Incorporated

Manufacturing and Repairing Machinery

Manufacturers of

EDE'S WIRE STAPLING MACHINES

ESTABLISHED 1885 BY GEO. A. EDE

Phone 1R2

Cobden, Illinois

Stop Termite Damage

Protects
Over



90,000
Structures

FREE INSPECTIONS

Call Your Local Lumber Yard
or Write

OHIO VALLEY TERMINIX CORP.

407 Old National Bank Bldg. 4-4841
EVANSVILLE 16, INDIANA

Egyptorials

Information Wanted

For more than a year the KEY has advocated the creation of a French village at Cahokia to be formed by the restoration of the Church of the Holy Family, the priest's house, and the Jarrot mansion, and the erection, opposite, of a reconstructed French village. These together with the Cahokia Courthouse would form an attraction that would bring thousands of visitors annually. To date, the State of Illinois, has taken no action. Recommendations of this nature have been made by the Southern Illinois Historical Society, and by the recreation committee of Southern Illinois, Incorporated.

Oliver L. Parks, of the Parks Air College, has purchased the Jarrot mansion. The work of rehabilitation is underway. Egypt should be grateful to this public spirited citizen who sensed the need to save this historic home and who, moreover, showed his willingness to spend the necessary money to rehabilitate it. It is unfortunate that Egypt does not have more citizens with ideas similar to those of Oliver L. Parks. Our thanks and appreciation.

Guy Study, the architect in charge of the restoration of the Jarrot mansion has written the KEY, stating that although everyone seems to feel that La Fayette visited in the Jarrot mansion, no historic proof can be found. This legend persists and it would be deemed a great favor to historians as well as to those interested in preserving this relic if substantiation could be produced. The KEY will be glad to receive any information its readers can supply in the matter and forward to the interested persons.

"Accenhuuate the Positive!"

Those who have heard Bing Crosby sing his recent song hit can appreciate the aptness of the words. "Accenhuuate the positive, eliminate the negative," are words of wisdom from the lips of the most popular singer of this decade.

The negative psychology has gotten nothing for Egypt. Why not change? Stubbornness is a good trait in some instances but not always. Why must Egypt harp upon the negative side? A good physician is not too stubborn to change medicines when he sees no results from the first prescription. Since the negative psychology has brought no returns to Egypt, why sing the song again?

Let's all change tunes. Let's all become positive characters. Let's all try another tack.

Accentuate the positive; eliminate the negative.

Folks Seem To Like It.

In the last issue of the KEY we coined a word, "folkstitions." It was with a great deal of pleasure that we read, through the courtesy of Grace Partridge Smith, the comment of Doctor Louise Pound, of the English De-

partment, University of Nebraska. Mrs. Smith wrote a few paragraphs about the new word for Doctor Pound's department in the magazine *American Speech*. Doctor Pound stated that she had forwarded it and "that it certainly deserves recording."

From Doctor Pound comes the comment, "It's pleasant to hear from Egypt now and then." Egypt is becoming known, Egypt is being heard from. Let us not stand back because of self-consciousness or false modesty. Let us publicize our area and its merits. Let us be proud to be Egyptians.

Another Birthday

Since the last issue of the KEY, another birthday has come to it. With this issue the KEY enters upon its third year of existence. Unlike humans, publications welcome anniversaries. Each new birthday marks a forward step in the progress of a magazine. Each new anniversary brings gratitude on the part of the publishers toward the readers, advertisers, friends, and contributors who, each and all, help to make the EGYPTIAN KEY possible.

At this time the publishers of the KEY wish to thank publicly those loyal contributors who have contributed so generously articles and features which have made the KEY possible. A year ago we expressed our appreciation to our contributors who then numbered eleven. We are proud that seven of that first list are in this second enumeration. The present list includes thirty contributors who are: Richard Baldwin, St. Louis, Missouri; Ferne Quigley Becher, Champaign, Illinois; Dr. Richard L. Beyer, Carbondale; Harold G. Boltz, Herrin; Irene V. Brock, Du Quoin; Tom Conner, Prairie du Rocher; Eva M. Cruse, Carbondale; Judge William S. Dewey, Cairo; Etta Root Edwards, Pinckneyville; Dr. John T. Faris, Vienna, Virginia; Philip Florio, Murphysboro; Eva Oxford Gersbacher, Carbondale; J. O. Gibbs, Pulaski; Lilian Bratney Gordon, Sparta; William U. Halbert, Belleville; Ray D. Henson, Johnston City; Virginia B. Herbert, Cairo; Curtis Hise, Harrisburg; Barbara Burr Hubbs, Chicago; Lulu Kelly, Carbondale; Jule Le Nard, Chicago; Virginia Caldwell McAndrew, Carbondale; Hattie Thompson Manning, Carbondale; Roscoe Misselhorn, Sparta; Daisy Tucker Moore, Mound City; Guyla Wallis Moreland, Mounds; Sylvester E. Quindry, Springfield; Emma Boyd Schultz, Arlington, Virginia; Grace Partridge Smith, Carbondale; and Josephine Crist Thompson, Harrisburg.

Many compliments have been received by the publishers of the KEY on the fine pictures we have carried in the past year. To the many donors of these photographs we express our appreciation.

To the many thousands of friends of the KEY we extend greetings. Some of you who are subscribers we know, at least by name, while many of you, who buy the KEY at the newsstands we do not know. To one and all, our birthday greetings and thanks aheap.

On Order
FOR TRAVEL DELUXE
between Chicago and Southern Illinois



Two of the world's latest and best trains for daytime travel are now under construction for the C & EI—fast streamliners, incorporating the most advanced features of modern power and car design. Although conditions today retard the delivery of such equipment, we want C & EI passengers to know that our program for providing the finest possible transportation and service between Chicago and Southern Illinois is already under way.

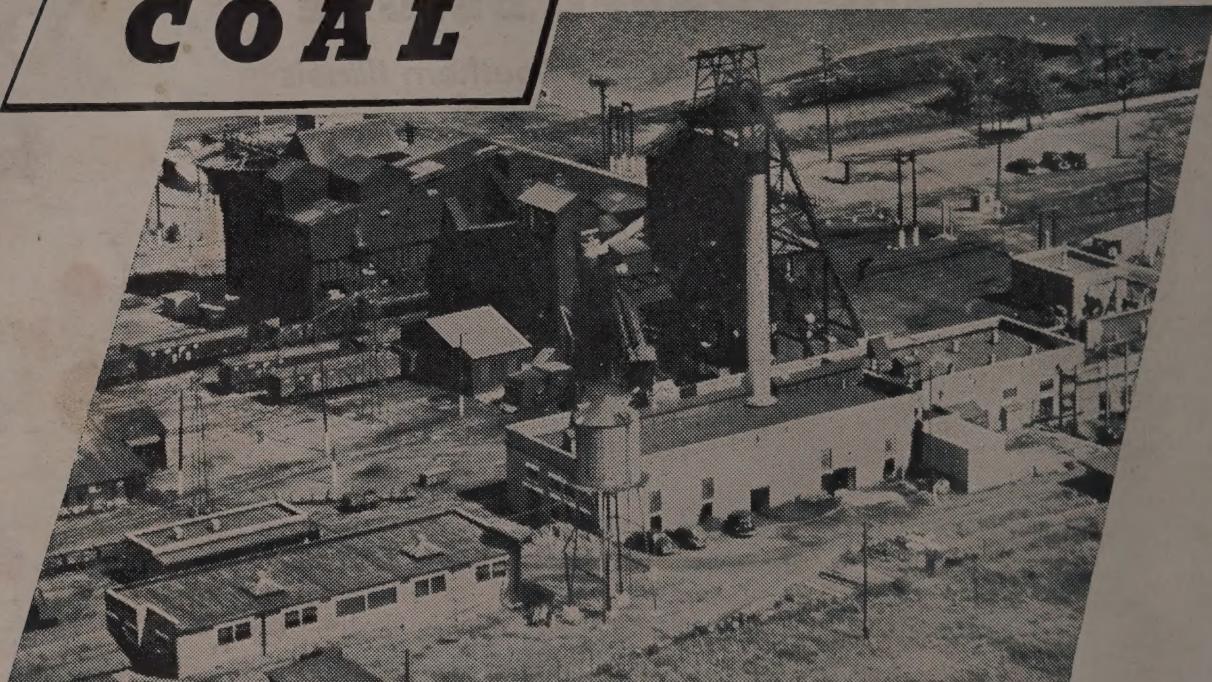
One of these trains is scheduled for daily service on the run between C & EI communities in Egypt and our Chicago terminal. It will bring to this important C & EI territory accommodations equal to those normally found only between the largest cities.

We believe that our passengers, who have been patient and cooperative under conditions of wartime congestion, are entitled to a preview of deluxe C & EI equipment to come—part of the program for a greater C & EI.

★ ★ ★ **CHICAGO & EASTERN ILLINOIS RAILROAD** ★ ★ ★
The Chicago Line



SP SUPERIOR PROCESSED COAL



Top Quality

southern and central Illinois

HARCO • PREMIUM • MAJESTIC • BLACK ARROW • HAWTHORN

If a coal is to burn efficiently it must be prepared accurately...that's why quality refining and precision sizing are a first consideration at Peabody... and our modern refineries are turning out SP coal to no other standard. It is 100% water washed, uniform in quality...check-tested by mine laboratories.

PEABODY COAL COMPANY

Established 1883

231 South LaSalle Street, Chicago 4, Illinois

BRANCHES: NEW YORK - ST. LOUIS - MINNEAPOLIS - CINCINNATI - OMAHA - SPRINGFIELD

PRODUCERS OF COAL IN SOUTHERN ILLINOIS SINCE 1895